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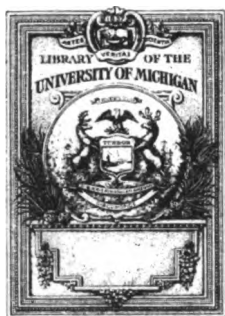
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GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JANUARY 3, 1921

No. 1

Important Work Awaits Merchants' Association

President William Fellowes Morgan Directs the Attention of the Members to the Tasks Which Await Them in the Various Fields Where United and Organized Effort Is Needed to Protect and Promote the Interests of New York City, Its Commerce and Trade

To the Members of the Merchants' Association of New York.

Gentlemen:

I congratulate you upon the useful work that your Association has accomplished during the past year, and I desire most earnestly to ask you to bear The Association constantly in mind during the coming year as an agency of the highest importance for the protection of the welfare of New York.

The cataclysm of the great war has swept past us. It has left the world prostrate in its wake. For the moment, the exhaustion which was brought upon us by the tremendous effort required to protect our liberties, is causing a temporary interference with productive activity.

We are more fortunate in every respect than any other great country on the face of the earth. Our energy is scarcely diminished; our natural resources are still abundant; our optimism and determination are hardly abated.

It is for us, in this period of readjustment, to show the way toward higher standards and greater happiness for humanity. It is for us to insist upon and protect the ideals which have lost their potency in greater or less degree because of the war. It is our duty to shape the future so that content will be still more widely diffused, and so that our conceptions of liberty and self-government shall spread throughout all races.

Such an Association as ours, strong in

the number and character of its membership, situated in the Metropolis of the Western Hemisphere, a City which in many respects stands in the forefront of progress, can, and must, wield a large influence in bringing these things to pass.

It was largely a realization of this fact that led us to take an active part in the foundation of the International Chamber of Commerce. This organization was launched in Paris under promising auspices and, with proper support, it can undoubtedly be made an instrument of great value.

Transcendent questions involving the future course of this Republic arose from the consultations and negotiations which followed the Armistice. It was proposed that the United States should abandon certain policies which hitherto have been regarded as fundamental. After a thorough debate, these questions were submitted to the voters last November and the decision upon them was so overwhelmingly recorded that we must regard them as settled beyond the possibility of revival. This decision furnishes us with a firm basis upon which to build.

The execution of the popular mandate has been entrusted to a new Administration. It will be the duty and privilege of this Association during the coming year, as it has been in the past, to aid the constituted authorities. We have had much successful experience in this field.

In the State of New York, again, we are equipped to aid the Government and

the Legislature in the wise management of public affairs.

We shall not forget that the motto of our Association is "To Foster the Trade and Welfare of New York," and we shall not let our activities with respect to National and State affairs interfere with the performance of our duty toward the City.

Owing to a variety of causes, our co-operation and our unselfish aid are needed by the City now as never before during the twenty-four years of our existence. The coming year presents perplexing municipal problems which can be solved only by judicious action.

This brief summary of our duties and opportunities must make it clear to each of you that we need the fullest possible measure of support. Although we have nearly 6,700 members, our total is still far below what it ought to be in a city of the size and importance of New York. I ask each one of you to keep in mind our need for more members.

On behalf of the Officers and Directors of your Association, I thank you for the cordial support which you have given during the past year. I am sure that you will continue to give it during the year that is to come.

I take great pleasure in extending to each of you my best wishes for a happy and prosperous New Year.

Very truly yours,

WILLIAM FELLOWES MORGAN,
President,

The Merchants' Association of New York.

Comparison Shows Prices Declining Unevenly

Figures Compiled by the Industrial Bureau of The Merchants' Association Reveal Some Interesting Facts—The Fall in Prices Has Been General and It Has Been Greatest in Clothing and Farm Products—Conference on Immigration Held

Prepared by the Industrial Bureau of
The Merchants' Association

An analysis made by the Industrial Bureau of The Merchants' Association of the present prices of goods at wholesale shows that while price declines have been general, the drop has been very uneven.

Decline Equals One Quarter

According to the November, 1920, figures of the Bureau of Labor Statistics, the average prices of goods at wholesale were 23.9 per cent lower than the high point reached last May. Dun's Index Number for December 1 is 19.6 per cent and Bradstreet's 34.6 per cent below the peak reached last spring. From these figures it is safe to say that prices during the recent readjustment period have fallen approximately one-quarter.

But while price declines during the last few months have been general, they have been far more severe for certain kinds of commodities than for others. For example, according to the Bureau of Labor Statistics, clothing has fallen in price 34 per cent below the highest point reached, whereas metal and metal products have fallen only 13 per cent, chemicals and drugs 7 per cent, and house furnishing goods only 1 per cent.

Equilibrium Is Upset

This fact of uneven price reductions is of tremendous importance to merchants and manufacturers. It means that the equilibrium of our economic structure has been temporarily upset. Had the prices of all commodities, as well as wages of workers, declined in approximately the same ratios, the buying power of the different classes in the community would be relatively the same as a year ago, but as it happens, certain classes have been affected more adversely than others. The farmers, for instance, who are now receiving one-third less for their products than they did a year ago, have suffered a real decrease in purchasing power, since other commodities, with the exception of clothing, have not fallen comparably with farm products.

Comparison of Prices

In view of this situation, it is significant

to compare present prices of different groups of commodities first with the price levels in 1913, before the outbreak of the war, and second, with the peak prices reached earlier in the current year. Using the figures of the Bureau of Labor Statistics, this information has been compiled in the following table:

PRICE LEVELS OF VARIOUS GROUPS OF
COMMODITIES DURING 1913, AT THEIR
HIGHEST POINT, AND IN
NOVEMBER, 1920

	1913	Highest point	Nov., 1920	Decrease since highest point
Cloths & Clothing	100	356	234	34%
Farm Products	100	246	165	33%
Food, etc.	100	287	195	32%
Lumber & Building	100	341	274	20%
Metals & Products	100	195	170	13%
Miscellaneous	100	246	230	11%
Fuel and Light	100	284	258	9%
Chemicals & Drugs	100	222	207	7%
House Furnishings	100	371	369	1%
Weighted Total	100	272	207	24%

Greatest Fall in Clothing

Clothing shows the greatest price reduction, with a 34 per cent decline during the last nine months. In February, 1920, clothes at wholesale were $3\frac{1}{2}$ times the 1913 average. By November they had dropped to $2\frac{1}{2}$ times this base.

Farm products come next in the matter of price decline. In April, 1920, they were nearly $2\frac{1}{2}$ times as high as the 1913 average, but by November they had dropped to about 1% of the pre-war level. This is a decrease of nearly 33 per cent.

Foods and kindred products last May were 287 per cent above the pre-war average. Now the most recent Government figures indicate they are only 195 per cent above this base—a drop of 32 per cent.

The above decreases are far greater than for any of the other groups. Prices of lumber and building materials have fallen one-fifth since the peak reached in April. At that time they were 341 per cent above the 1913 level, while in November the average was 274 per cent above this base.

Metals and Metal Products

Metals and metal products have only fallen 13 per cent. In this connection, however, it should be remembered that these commodities during the last seven years increased relatively less than any of the other groups. Prices reached their high point last February, but even

then they were less than double the pre-war average. At the present time they are 70 per cent above this base, which is a relatively smaller percentage of increase over 1913 than any other group of commodities except food products.

As for the three remaining classifications, fuel and light, house furnishing goods and miscellaneous items, all have decreased less than 10 per cent. Indeed, house furnishing goods have scarcely dropped one per cent.

Immigration Conference

Thirty-six Organizations Accept Invitation of This Association

Prepared by the Industrial Bureau of
The Merchants' Association

Representatives from thirty-six New York City organizations engaged in immigrant educational work met in conference under the auspices of The Merchants' Association, in The Association's Assembly Room, on Tuesday afternoon, December 21. Mr. H. D. Walbridge, Chairman of The Association's Committee on Immigration and Naturalization, presided.

Committee Appointed

As a result of the meeting, a resolution was adopted authorizing the Chairman to appoint a Committee representative of the public and private agencies in New York City interested in immigrant education, to study ways and means of increasing the effectiveness of present organizations and to make such recommendations as it deems wise to secure this end, these recommendations to be presented for action at a future meeting or representatives from interested organizations. In accordance with this resolution, the following Committee has been appointed:

Mr. William H. Woodin, President of the American Car and Foundry Company, Chairman,

Mr. Martin H. Dodge, The Merchants' Association of New York,

Mr. J. Stewart Wilson, The Bronx Board of Trade.

Mr. George J. Ryan, Chamber of Commerce of the Borough of Queens.

IMMIGRATION CONFERENCE IS LARGELY ATTENDED

Mr. Allen T. Burns, Carnegie Corporation,
Mr. William C. Smith, State Department of Education,
Dr. William McAndrew, New York City Board of Education,
Mr. Merton A. Sturges, Chief Naturalization Examiner,
Mrs. Mary K. Simkhovitch, United Neighborhood Houses,
Hon. J. J. Freschi,
Dr. Vincent Plsek, Jan Hus House,
Miss Josephine Roche, Bureau of Foreign Language Information Service, American Red Cross,
Mr. Seymour Barnard, The Peoples' Institute of Brooklyn,
Mr. Edward L. Wertheim, Y. M. C. A.,
Miss Edith Jardine, International Institute, Y. W. C. A.,
Mr. George M. Hayes, Knights of Columbus,
Mr. Henry J. Bernheim, Metropolitan League, Y. M. H. A. and Jewish Welfare Board.
A meeting of the Committee will be held late this week.

The Merchants' Association called this conference in accordance with a resolution passed by the Board of Directors at a recent meeting, based on a report of The Association's Committee on Immigration and Naturalization, as follows:

Resolved, That in order to reduce duplication and waste and increase the effectiveness of organizations now interested in the education of the foreign born, The Merchants' Association take the initiative in calling a conference of such organizations in New York City, to the end that appropriate action may be taken.

The Organizations Represented

The thirty-six organizations present, represented by sixty-eight individuals, were as follows:

America's Making
American Red Cross
Bronx Board of Trade
Brooklyn Chamber of Commerce
Brooklyn Federation of Jewish Charities
Carnegie Corporation
Chamber of Commerce of the Borough of Queens
Christodora House
Civic Club
Columbia House, Columbia University
Council of Jewish Women
Czechoslovak Chamber of Commerce
Educational Alliance
Greenwich House
Hartley House
Hebrew Sheltering Immigrant Aid Society of America
Independent Order of B'nai B'rith
International Institute for Foreign born Women
Young Women's Christian Association
Jewish Welfare Board
Knights of Columbus
League of Women Voters of New York City
National Liberal Immigration League
Neighborhood House, Central Presbyterian Church

New School of Social Work
New York City Department of Education
New York State Department of Education
New York University
People's Institute of Brooklyn
Russian Collegiate Institute
The Merchants' Association of New York
The Protestant Episcopal Church, Department of Missions
United Settlement
United States Department of Labor, Naturalization Bureau
United Jewish Aid Societies of Brooklyn
Women's City Club of New York
Young Men's Christian Association

The Formal Addresses

Formal addresses were made by Mr. William C. Smith, State Supervisor of Immigrant Education, who spoke on the subject of The State's Part in Educating New York City's Foreign Born; Mr. Angelo Patri, Superintendent of the Paul Hoffman School, The Bronx, who spoke on the subject of The Immigrant's Viewpoint in Immigrant Education; and Mr. Allen T. Burns, Director of Americanization Studies of the Carnegie Corporation, who spoke on the subject of Co-operative Activity in Immigrant Educational Work.

These addresses were received with enthusiasm. They were followed by a general discussion, during which representatives of many of the organizations, both public and private, offered their cooperation in working out a plan for unifying and making more effective all the educational work for immigrants in the City.

Mr. Morris E. Siegel, in charge of evening school extension work of the New York City Board of Education, said that the evening schools will probably enroll from 40,000 to 45,000 immigrants this year, and that the type of immigrant now entering was very good, but that the night schools could not hope, under their present budget, to do the work alone.

Urged Adoption of Business Methods

Mr. Edward L. Wertheim, Educational Secretary of the Y. M. C. A., urged that business methods be applied to the solution of the problem.

Mr. N. Behar, of the National Liberal Immigration League, spoke of the need for teachers who would use the visual method of instruction, so that beginners might not be discouraged. He also urged especially that higher salaries be provided for such teachers.

Mrs. V. G. Simkhovitch, speaking for the United Neighborhood Houses, said that while she and many others present had attended conferences of a like nature many times before, all of which had failed to make any progress toward a real cooperative plan, she felt there was reason for optimism in regard to the present meeting.

POPULATION IS NOW 105,708,771

Corrected Figures of the Federal Census Bureau Basis for Congressional Apportionment

REVISED TOTALS FOR STATES

Population of the United States on January 1 this year, as enumerated in the Fourteenth Census, was 105,708,771, as announced by the Census Bureau for certification to Congress as the basis for reapportionment of the members of the House of Representatives from various States.

Gain Over First Figures

The population of continental United States as announced to-day shows a gain of 25,663 over the preliminary figures announced October 7.

The population of the United States with outlying possessions is 117,857,509, the outlying possessions totaling 12,148,738. These possessions are:

Alaska	54,899
American Samoa	8,056
Guam	13,276
Hawaii	255,912
Panama Canal Zone	22,858
Porto Rico	1,299,809
Military and naval service abroad	117,238
Philippine Islands	10,350,640
Virgin Islands of the U.S.	26,051

Population by States

These are the final population figures of the country and States, the statistics announced early in October having been the preliminary compilations. The population of the States is as follows:

Alabama ...	2,348,174	Nebraska ...	1,296,272
Arizona ...	823,903	Nevada ...	77,407
Arkansas ...	1,752,204	N. Hampshire ...	448,082
California ...	3,436,881	New Jersey ...	3,155,900
Colorado ...	822,629	New Mexico ...	860,850
Connecticut ...	1,380,681	New York ...	10,354,829
Delaware ...	223,003	N. Carolina ...	2,559,123
Dist. of Col. ...	487,571	N. Dakota ...	645,080
Florida ...	968,470	Ohio ...	5,759,394
Georgia ...	2,895,832	Oklahoma ...	2,028,258
Idaho ...	481,866	Oregon ...	753,929
Illinois ...	6,485,280	Pennsylvania ...	8,730,017
Indiana ...	2,930,390	Rhode Island ...	804,237
Iowa ...	2,404,021	S. Carolina ...	1,682,724
Kansas ...	1,769,257	S. Dakota ...	628,547
Kentucky ...	2,416,630	Tennessee ...	2,237,855
Louisiana ...	1,758,509	Texas ...	4,663,228
Maine ...	768,014	Utah ...	449,396
Maryland ...	1,449,661	Vermont ...	352,423
Massachusetts ...	3,852,366	Virginia ...	2,309,187
Michigan ...	3,668,413	Washington ...	1,556,621
Minnesota ...	2,387,135	W. Virginia ...	1,463,701
Mississippi ...	1,790,618	Wisconsin ...	2,632,067
Missouri ...	3,404,055	Wyoming ...	194,402
Montana ...	548,889		

FOOD ARTICLES IMPORTED

The imports of foodstuffs into this country from 1910 to 1919 included large quantities of sugar, coffee, tea, cocoa and chocolate. While more sugar-beets and sugar-cane can be grown here, dependence for these foodstuffs must continue to be mainly upon the tropics.

NEW MEMBERS ARE ADDED TO ROLLS

Executive Committee Takes Favorable Action Upon Applications for Admission

LEADING HOUSES ARE ON LIST

Evidence is constantly being given to The Merchants' Association of the value which is placed upon the work that its various Bureaus are doing.

The following has been received from the Division of Foods and Markets:

"I have received the copies of the article on labor turnover in New York City. This is a very good article, and I want to commend your Bureau on such good work."

New Members Elected

The following new members were elected to The Merchants' Association by the Executive Committee:

Bedford, Mr. A. C., Chairman of the Board, Standard Oil Company of New Jersey, 26 Broadway—Petroleum Oils.

Butler, Mr. James, James Butler, Incorporated, 390 Washington Street—Wholesale Grocer.

Cuyler, Mr. Thomas DeWitt, 61 Broadway—Transportation.

Dick, Mr. William K., 177 Montague Street, Brooklyn—Banker.

DuPont, Mr. Samuel Pierre, President, General Motors Corporation, 120 Broadway—Motors.

Elliott, Mr. Howard, Chairman of Board, Northern Pacific Railway Company, 34 Nassau Street—Railway.

Gas Age, The, Mr. M. C. Robbins, President, 52 Vanderbilt Avenue—Publishers.

Geller, Rolston and Blanc, Mr. Edward H. Blanc, 22 Exchange Place—Lawyers.

Harriman, Mr. W. A., 39 Broadway—Transportation.

Heckscher, Mr. August, 50 East Forty-second Street—Real Estate.

Hoyt, Mr. Richard F., 25 Broad Street—Banking.

Iselin, Mr. Ernest, A. Iselin and Company, 36 Wall Street—Banker.

Iselin, Mr. Lewis, A. Iselin and Company, 36 Wall Street—Banker.

Kelley, Mr. Cornelius F., President, Anaconda Copper Mining Company, 42 Broadway—Copper Mining.

Lufkin, Mr. E. C., Chairman of Board,

The Texas Company, 17 Battery Place—Oils.

Madeira, Hill and Company, Mr. Percy C. Madeira, President, 143 Liberty Street—Wholesale Coal.

Markle, Mr. John, President, G. B. Markle Company, 28 West Forty-fourth Street—Coal.

Milbank, Mr. Dunlevy, 40 Wall Street—Lawyer.

Mills, Mr. Ogden L., 15 Broad Street—Lawyer.

Minwax Company, Incorporated, Mr. A. B. Harrison, President, 18 East Forty-first Street—Manufacturers of Structural Waterproofing.

Morgenthau, Mr. Henry, 1457 Broadway—Lawyer.

Murphy, Mr. Grayson M. P., President, Foreign Commerce Corporation of America, 15 Broad Street—Banking.

National Foundation, Mr. H. E. T. Cooke, Vice-President, 53 Park Row—Publishers of Industrial Literature.

Ruperti, Mr. Justus, Treasurer, Charles Hardy and Ruperti, Incorporated, 115 Broad Street—Export-Import.

Rosenberg, Adolph, and Company, Incorporated, Mr. Leo T. Perlis, Treasurer, 1 Bond Street—Converters and Importers of Cotton.

Rosenberg, D., and Company, Mr. Samuel D. Goldstein, 114 Fifth Avenue—Manufacturers of Underwear.

Shotwell Manufacturing Company, Incorporated, Mr. J. E. Okell, Manager, 88 Thirty-fifth Street, Brooklyn—Manufacturing Confectioners.

Somers, O. J. Company, Mr. O. J. Somers, 87 Maiden Lane—Manufacturing Jewelers.

Studebaker Corporation of America, The, Mr. M. C. Reichert, Manager, Export Department, 2 Rector Street—Studebaker Automobiles.

Thompson, Mr. William Boyce, 1 Madison Avenue—Banking and Manufacturing Interests.

Warmington, Timms and Company, Mr. Walter B. Timms, 105 Hudson Street—Food Brokers.

Wolfsheim and Sachs, Incorporated, Mr. E. M. Sachs, President, 35 Maiden Lane—Manufacturers of Jewelry Cases and Novelties.

NEW PAPER IN ALLENTOWN

The Chamber of Commerce of Allentown, Pennsylvania, has begun the publication of an official organ which is entitled "Allentown."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

MEMBERS INVITED TO DESIGN SHOW

Exhibition in the Metropolitan Museum Shows Advance Over Former Years

MANY FIRMS ARE COOPERATING

The Fifth Exhibition of current work by manufacturers and designers showing study of collections in the Museum opened at the Metropolitan Museum of Art on December 15 and will continue until January 30. The exhibition is open each week-day from 10 A. M. to 5 P. M. and on Sunday from 1 P. M. to 6 P. M.

Saturday Evening Concerts

Concerts by a symphony orchestra will be given on January 8, 15, 22 and 29 at 8 P. M. in the Fifth Avenue Hall and on these evenings all parts of the museum will be open, including the exhibition.

The collection this year is of considerable importance from a business standpoint. It demonstrates the high degree of industrial design attained by present day producers. The current exhibition is said by those who have had an opportunity to watch the development of these exhibitions at the museum to be the best that has yet been held.

Cooperating Firms

Cooperation is being given by firms and designers of advertising, commercial containers, costume accessories and designs, decorative accessories including painted fabrics, designs, drawings, photographs and models, enamels, furniture, jewelry, lace and embroideries, leatherwork, lighting fixtures, metalwork, mosaic, stained glass and frescoes, pottery and porcelains, rugs, silverwork, tapestry, woven and printed textiles, trade journals and other publications, wall paper and some other specialties.

Members of The Merchants' Association are cordially invited by the management to visit the exhibition.

USE OF MOTOR TRUCKS

Approximately one-eighth of all the trucks in use in the United States are operated by owners who live in New York State and almost three-quarters of all the trucks in New York State or approximately one-ninth of all the trucks in the United States are operated in New York City, thus, making Gotham the most highly truck motorized city in the world.

IMPORTANT CONVENTIONS ARE LISTED FOR JANUARY

Convention Bureau of The Merchants' Association Makes Public the Schedule of Meetings Which Will Be Held in New York During the Coming Month

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of January:

National Association for the Advancement of Colored People—January 3.

Good Manufacturing Company, Sales Convention—January 3-5.

Motor Truck Association of America, Exhibition—January 3-8.

Association of American Colleges—January 4-5.

National Society for Broader Education, Directors' Meeting—January 5.

Umbrella Manufacturers' Association of America—January 6.

United States Golf Association—January 7.

Brotherhood of Traveling Jewelers—January 8.

National Automobile Show—January 8-15.

Automotive Wood Wheel Manufacturers' Association—January 10.

Rubber Association of America—January 10.

Cycle Trades of America—January 11.

Cycle Parts and Accessories Association—January 11.

Motor and Allied Trades Association—January 11.

Bicycle Manufacturers' Association—January 11.

Cycle Jobbers' Association of America—January 11.

Automotive Equipment Association—January 11.

American Speedways Association—January 11.

United States Ship Operators' Association—January 11.

Mining and Metallurgical Society of America—January 11.

Grass and Fiber Rug Manufacturers' Association—January 11.

National Association of Finishers of Cotton Fabrics—January 11.

National Association of Brokers in Refined Sugar—January 11.

Certified Milk Producers' Association of America—January 11-12.

Society of Automotive Engineers—January 11-13.

Motor and Accessory Manufacturers' Association—January 12.

National Association of Corrugated

Fibre Box Manufacturers—January 12-15.

American Society of Mechanical Inspectors—January 13.

Millinery Chamber of Commerce of the United States—January 14.

Jewelers' Security Alliance of the United States—January 14.

Associated Dress Industries of America, Annual Meeting—January 14.

Jobbers' Association of Knit Goods Buyers—January 14.

American Designers' Association—January 14-15.

United Synagogue of America—January 16-17.

Women's League of the United Synagogue of America—January 16-17.

American Institute of Consulting Engineers—January 17.

American Dyes Institute—January 17.

United States Revolver Association—January 17.

Jobbers' Association of Dress Fabric Buyers—January 17-18.

American Society of Landscape Architects—January 17-18.

Compressed Gas Manufacturers' Association—January 17-18.

Water Power League of America—January 18.

Polo Association—January 18.

National Association of Hosiery and Underwear Manufacturers, Executive Board Meeting—January 18.

American Show Tippler Club—January 18.

New York State Wholesale Bakers' Association—January 18-19.

National Boot and Shoe Manufacturers' Association—January 18-19.

Madison Square Garden Poultry Show—January 18-22.

American Society of Civil Engineers—January 19.

Jobbers' Association of Notion Buyers—January 19.

National Wholesale Drygoods Association—January 19-20.

Atlantic Whist Association—January 19-22.

National Jewelers' Board of Trade—January 20.

American Protective Tariff League—January 20.

American Light Brahma Club—January 20.

National Institute of Social Sciences—January 21.

Tea Association of the U. S. A.—January 21.

New York State Bar Association—January 21-22.

New York State Rifle Association—January 22.

American Irish Historical Society—January 22.

American Game Protective Association—January 24-25.

Inter-State Exhibitors' Corporation—January 24-28.

National Marine League of the U. S. A.—January 24-29.

Association of American Horse Shows—January 25.

American Lace Manufacturers' Association—January 25.

Trust Companies Association of the State of New York—January 26.

American Jewelers' Protective Association—January 26.

Union Society of the Civil War—January 27.

Metropolitan Life Insurance Company, Superintendents' Convention—January 27-29.

National Woolen Trimmings Association—January 28.

Carbon and Ribbon Exchange—January 28.

National Brick Manufacturers' Association—January 31-February 4.

Common Brick Manufacturers' Association—January 31-February 4.

Merchandise Exhibit Co.—January 31-February 5.

Journeyman Stone Cutters' Association of North America—January.

American Academy of Arborists—January.

National Wholesale Floor Covering Association—January.

National Board of Review of Motion Pictures—January.

National Efficiency Society—January.

Mutual Benefit Life Insurance Company, Agency Convention—January.

MOTOR TRUCK INCREASE

That New York stands pre-eminent in the use of motor trucks is shown by the following figures from the New York City branch of the Secretary of State's office:

Year	Trucks Reg. in N.Y. State
1920	74,000
1919	68,821
1918	42,122

FRIENDLY MESSAGES FOR THE MERCHANTS' ASSOCIATION

Comments on the Contents of the Year Book Reveal Admiration for the Work Done by The Association Last Year—Welcomed by Diplomatic and Consular Officials

Many additional congratulatory messages acknowledging The Merchants' Association's Year Book for 1920 are being received by The Association.

Municipal Reference Library

The Librarian of the Municipal Reference Library, Miss Rebecca B. Rankin: "We are very glad to obtain this material for the files of the Municipal Reference Library and take this occasion to express our appreciation of your gift."

The Order Section of the New York State Library, by Mrs. Mary B. Brewster: "The work is a valuable one and will be useful in our reference section."

The Hon. Anthony J. Griffin, Representative in Congress, from the Twenty-second District of New York: "I thank you for your kindness in sending me the Year Book of 1920 published by your Association, and beg to assure you that I appreciate it as a valuable addition to my library."

Mr. W. R. Platt, Scott and Bowne: "It is a very interesting work, and we appreciate your sending same to us."

"Of Unusual Value"

The Hon. Edward S. Walsh, State Superintendent of Public Works: "The report seems to be a comprehensive one and contains a great deal of matter of unusual value."

Mr. Daniel Lipsky, Secretary to the President of the Manufacturers Trust Company: "We take pleasure in acknowledging receipt of your letter of the 16th instant also the Year Book of 1920 which is so splendidly gotten up and contains such useful information. It will find a very valuable place in our library as I know from past experience that we have occasion to refer to your Year Books many times in the course of a year."

Mr. John R. Kirk, President of the State Teachers College, Kirksville, Missouri: "I desire to thank you very cordially for a copy of the 1920 Year Book of The Merchants' Association of New York. Among other recent documents in our library it will be highly serviceable to our departments of commerce and political science and to students at large."

Mr. Richard O. Chittick, Executive Secretary of the Real Estate Board of New York: "This is to acknowledge

The 1920 Year Book

CONSULATE GENERAL OF GREECE

11 Saint Luke's Place

New York Nov. 19, 1920.

The Merchants' Ass'n of New York:

Gentlemen:—I wish to thank you for the copy of your latest book which you have been kind enough to send me.

I really am appreciative of the authoritative and accurate information therein given and will be glad to take advantage of your Foreign Trade Bureau's offer whenever I will need its assistance in my task to promote trade and business between the United States and my country.

Very truly yours,

THEODORE PAPAYANOPOULOS,
Acting Consul General of Greece.

receipt of the Year Book of The Merchants' Association of New York for 1920 and to express appreciation of its general completeness."

Examined with Interest

Attorney General Charles D. Newton: "I wish to thank you for a copy of The Association's Year Book for 1920 which I have looked over with a great deal of interest."

Mr. Herbert D. Brown, Chief of the United States Bureau of Efficiency: "Your Year Book will be a valuable addition to our library."

The Hon. John Gabriel, Alderman for the Forty-eighth District: "I wish to take this means of acknowledging the receipt of The Association's Year Book for the present year, and express my sincerest thanks for same. With best wishes to the success of your Association, and may you continue the same activities in the future as you have in the past."

Mr. George J. H. Follmer, Guaranty Trust Company of New York: "I wish to thank you for the 1920 Year Book of The Merchants' Association of New York which I have received. It will give me much pleasure to read the reports of the activities of The Association as I am greatly interested."

Mr. Irwin Hayden, Managing Secretary of the Chamber of Commerce of Riverside, California: "In reply to your letter of October 15, we wish to state that a copy of The Association Year Book, 1920, has reached us and is on our table. We thank you for the same and assure you that we place great value on this book."

"Extremely Valuable"

Mr. F. S. Crum, Prudential Insurance Company of America, Newark: "Please accept our sincere thanks for your courtesy in favoring us with a copy of The Association's Year Book for 1920. This is an extremely valuable publication and we are very glad indeed to have it for the files of our library."

Mr. A. S. Price, National Filter Cloth and Weaving Company, Brooklyn: "We acknowledge with thanks receipt of Year Book for 1920. The writer has not had time to cover the contents of this book thoroughly, but what we have gone into has proven very interesting."

Valued in Canada

Mr. H. C. Westoby, Treasurer of the Chamber of Commerce of Guelph, Province of Ontario, Canada:

"Your publications are placed on file in our reading room, where they are valued by the Directors and members. We are very pleased to have them."

Mr. M. S. Keller, President of American Motors, Incorporated:

"The writer acknowledges, in behalf of American Motors, Incorporated, the receipt of the Year Book for 1920 of The Merchants' Association of New York, and takes pleasure in expressing his gratification upon the receipt of same, and desires to add his humble compliment to the many you no doubt have received with respect to its comprehensiveness in the details contained therein."

Mr. Stanley H. Rose, Manager of Foreign Sales, The Barber Asphalt Paving Company:

"This volume is particularly well prepared, and of extreme interest. I have been particularly interested in the activities of your Foreign Trade Bureau, which I know has done exceedingly good work in furthering the export trade not only of New York but of the whole country."

WILL WEIGH NEEDS OF ELLIS ISLAND

**Representative Good Promises to
Consider the Situation as Dis-
closed by This Association**

INFORMATION IS APPRECIATED

The Merchants' Association, which recently approved the report of its Committee on Immigration and Naturalization with regard to conditions at Ellis Island, has asked the House of Representatives to make suitable appropriation for the needs of the immigrant station there.

Letter to Representative Good

In behalf of The Association, Mr. S. C. Mead, Secretary, wrote as follows to Representative James W. Good, Chairman of the House Committee on Appropriations:

"We understand that the House Committee on Appropriations is considering the advisability of an appropriation for the purpose of improving and enlarging facilities for examining and accommodating immigrants at Ellis Island. In this connection we wish to call your attention to a recent investigation of conditions at Ellis Island, made by The Merchants' Association's Committee on Immigration and Naturalization, which revealed the following facts:

"The facilities for examining and accommodating incoming immigrants at Ellis Island should by no means be overlooked. Ellis Island receives more than two-thirds of the total immigration to the United States, yet its plant is woefully inadequate properly to care for these people. Sleeping quarters, for instance, meant for fifteen hundred are not infrequently made to accommodate twice that number. The staff also is too small, and is therefore overworked, with a consequent impairment of efficiency. Although sufficient housing facilities and a larger staff of medical examiners are especially needed, a general enlargement and improvement of the entire equipment of the Island is obviously necessary, not only from the standpoint of efficiency but even of decency."

"In the light of these facts, The Merchants' Association of New York urgently requests that Congress make a suitable appropriation to meet these needs."

Will Have Consideration

In reply to this letter Representative Good wrote as follows:

"Your letter of the 18th instant is

received, relative to the facilities at Ellis Island, and urging enlargement of the quarters there.

"I thank you for sending me the information contained in your letter, and assure you that this matter will receive the careful consideration of the Committee when reached."

AGAINST MUSSEL SHOALS PROJECT

**Senator Wadsworth Is Asked to
Halt Waste of Millions in
Producing Nitrates**

PLAN IS STRONGLY OPPOSED

This Association has telegraphed to Senator James W. Wadsworth, Jr., in protest against the allowance made by the Military Appropriations bill for developing the Mussel Shoals project as a plant for the production of nitrates by the Government.

Telegram of Protest

The telegram to Senator Wadsworth reads as follows:

"This Association is strongly opposed to the item in the Military Appropriation bill which contemplates the development of the Mussel Shoals project as a Government hydroelectric plant to produce nitrates for making explosives in time of war and fertilizers in time of peace.

"We have hitherto carefully examined the project for Government nitrate plants, and have found them to be unnecessary, wasteful, and destructive of important existing industries.

"Investment by the Government of a great many millions of dollars for the purpose indicated would be pure waste, and highly inadvisable in view of the existing condition of the Nation's finances."

Supplemented by Letter

This telegram was supplemented by the following letter:

"Following our telegram of Saturday last, we are enclosing herewith a pamphlet prepared by this Association in 1916, in which the reasons for our objection to a Government Hydroelectric Plant to produce nitrates are set forth in detail. The arguments then advanced are not only sound at the present time, but the conditions which warrant objection are even more forcible.

"Our capacity for the production of ammonia as a base for nitrates has

steadily increased during the war colaterally with the expansion of our steel industry, with which it necessarily keeps pace. The use of by-product coke ovens, by means of which the ammonia formerly wasted is now utilized, is progressing with great rapidity, and it is probable that such use in the steel industry will be universal in the near future. As a result, our capacity for producing ammonia will be still further and very greatly expanded. The reasons why, under these conditions, a hydroelectric governmental operated plant is not only needless but harmful to established industries are made clear by the pamphlet."

SECRETARIES COMING

**New York Men Will Get Together
in the Offices of This
Association**

The next conference meeting of secretaries of New York State Commercial Organizations will be held in the offices of The Merchants' Association on Friday, February 11.

This date was selected in accordance with the desire expressed by the secretaries at the Chicago meeting that the midwinter conference should be held in conjunction with the conference of representatives of the New York State Chambers of Commerce which will take place on Thursday, February 10.

The date of the Secretaries' Conference on the following day gives an opportunity to attend both these conferences and to spend Saturday and Sunday, February 12 and 13, in New York City, if desired.

The Subcommittee on Program consists of Mr. Mayo Fesler, Secretary of the Brooklyn Chamber of Commerce, and Mr. Walter I. Willis, Secretary of the Chamber of Commerce of the Borough of Queens. The Subcommittee on Attendance consists of Mr. Charles T. Gwynne, Secretary of the Chamber of Commerce of the State of New York, and Mr. Charles E. Reid, Secretary of The Bronx Board of Trade.

CITY'S SHARE OF INCOME TAX

Of the \$36,000,000 paid into the State Treasury under the State Income Tax Law, the five counties of New York City have received \$12,298,444.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE MERCHANTS' ASSOCIATION HAS A YEAR OF USEFUL WORK IN PROSPECT

President Morgan's annual message to the members of The Merchants' Association indicates the character of the work that lies before the organization during the coming calendar year. The era of war activity is over. Domestic problems of the first importance are pressing for attention. United and organized action is required for the solution of these problems.

Fortunately, The Association is now stronger in numbers than it has been at any previous time in its history. The gain in membership that has been recorded during the calendar year just closed proves the estimation in which The Association is held by the business community which it serves. Although the 6,700 names upon its membership rolls offer a record in which The Association may well take pride, there are still hundreds of business houses which are eligible for membership in The Association. It is important that every business enterprise capable of aiding the work which The Association is doing should be included in its membership.

Through its various Bureaus, The Association is carrying on from day to day a service which is of the highest importance to the City and to the City's business interests. This work, valuable as it is, attracts comparatively little attention because it is more or less routine in its character. Every member of The Association who has received its benefits can testify to the need for maintaining it at the highest point of efficiency.

President Morgan's words should be read with attention by every member of The Association.

A WASTE OF PUBLIC MONEY

The plan to build a government plant for the production of nitrates at Mussel Shoals has already proved an extremely costly and wasteful experiment. Huge sums have been sunk in the project, and there is little to show for the expenditure. The idea proves once more the folly of attempting to accomplish at the

public expense and under public control what can better be done through private agencies.

The protest filed by The Merchants' Association against the continuance of this gigantic waste of public funds should be heeded by Congress. The time has come to call a halt on reckless expenditure. A saving of \$10,000,000 can be made by ignoring the request of the Engineers for an appropriation for the coming year.

A DISCREDITABLE RECORD

The loss from fire in buildings and the maintenance of fire department and water supply service costs the United States more than \$2,000,000 a day.

According to the Supervisor of the Surveying Department of the National Board of Fire Underwriters, 15,219 persons were burned to death in this country last year and 17,641 were seriously injured in fires. Of the dead and injured, 82 per cent were mothers and children under school age and 92 per cent of the fires were caused by carelessness or neglect.

In order to bring home to his hearers some idea of the waste caused by fire, the Supervisor pointed out that while more than 25,000,000 people are living in temporary quarters 889 homes are being burned up every day. No less than 65 per cent of the number of fires in this country occur in dwellings.

The following table shows the sums invested in this country during the last ten years for the construction of new buildings and the fire losses:

Year	Value of New Buildings	Fire Losses
1919.....	\$1,326,936,000	\$269,000,775
1918.....	445,549,500	317,014,385
1917.....	728,506,400	267,273,140
1916.....	1,057,350,500	231,442,995
1915.....	877,845,400	182,826,200
1914.....	838,121,200	235,591,350
1913.....	936,685,800	224,728,350
1912.....	1,010,958,500	225,320,900
1911.....	947,770,100	234,337,250
1910.....	974,040,400	234,470,650

The average spent each year during the last decade was \$914,376,500 for construction of new buildings. The average fire loss was \$242,201,600, showing that approximately one-fourth of the sum actually spent for new buildings since 1910 has gone up in smoke.

MEETINGS HELD IN ASSEMBLY ROOM

**Many Conferences, Conventions
and Other Assemblages Took
Place During 1920**

HOSPITALITY IS FREELY GIVEN

Meetings were held in the Assembly Room of The Merchants' Association during 1920 by the following:

American Brick Manufacturers' Association

American Acceptance Council
American Bar Association
American Forestry Association
American Institute of Banking
American Olive Oil Importers
American Russian Chamber of Commerce

Association of Cotton Textile Merchants

Association of Manufacturers of Confectionery and Chocolate of the State of New York

Associated Dental Laboratories
Austin Nichols Creditors Meeting—A. B. Corey

Babson Statistical Corporation
Bankers Commercial Credit Conference

Better Letters Association
Brotherhood Traveling Jewelers
Business Standard Association
Citizens Transportation Committee Meetings

Chamber of Commerce of the Levant
Chamber of Commerce of the Netherlands

Collins and Lee
Committee for Protection of Rights of the Public in Transportation
Conference Immigration Education in New York City

Conference Public Warehouses
Cost Accountants of New York
Crockery Importers Association
Cutlery Importers Association

Department of Education Americanization Meeting

Depositors International Petroleum Company

Electric Motor Dealers
Erie Railroad Employees Association
Gum Importers

H. J. Heinz Salesmen Convention
Importers Dried Egg Products
Importers of Varnish Gums
Indian Harbor Yacht Club Directors
Inter Racial Council
International Chamber of Commerce

Interstate Commerce Commission
Jaburg Brothers Salesmen
Jewelers Vigilance Committee
Male First Assistants Association
Metropolitan District Shippers
Membership Managers Conference
Merchants Trucking Bureau
Mr. Goldberg's Conference

National Association of Cost Accountants

National Association of Office Managers

National Industrial Traffic League
National Saddlery Association
New England Postal Committee
New York Delegation of Life Insurance Associations

New York University

Oath of Office—Secretary of State Lyons

Olive Oil Importers Association

Paint, Oil and Varnish Club of New York

Pearl Button Manufacturers Association

Radio Corporation of America
Rebuilt Typewriter Industries
R. Serill and Sons

Shipping Committee—International Trade Conference

Shipper's Conference Committee
Special Library Association
State Comptrollers Classes
Siegler, Nowak and Newman Creditors Meeting

Subcommittee re International Chamber of Commerce

United States Department of Agriculture

Weisman Creditors Meeting.
49th Infantry Post—American Legion

CATALOGUES WANTED

**Commercial Attaché of the Embassy of France Asks That
They Be Sent**

The Commercial Attaché at the Embassy of France, 2 Rector Street, New York City, has informed the Foreign Trade Bureau of The Merchants' Association that the Office National du Commerce Extérieur, 3 Rue Feydeau, Paris, France, is desirous of receiving catalogues of American firms interested in doing business with France. The catalogues may be sent direct to Paris or to the office of the Commercial Attaché, Embassy of France, 2 Rector Street, New York City.

Why not file "Greater New York"?

NEW SECRETARY TAKES THE OATH

**Mr. Lyons and His Friends Hold
Ceremony in Assembly Room
of This Association**

SILVER SERVICE IS PRESENTED

The new Secretary of State, the Hon. John J. Lyons, took the oath of office in the Assembly Room at the headquarters of The Merchants' Association last Tuesday before Judge Benjamin N. Cardozo of the Court of Appeals. The Assembly Room was packed by the friends who came to witness the ceremony and who took advantage of the occasion to present the new Secretary with a silver service.

Led State Ticket

Former Assemblyman Harry Kopp acted as Master of Ceremonies, and former Representative J. Van Vechten Olcott, made a speech in which he called attention to the fact that Mr. Lyons led the Republican State ticket.

Miss Helen Varick Boswell, Vice-Chairman of the New York Republican County Committee, made a brief address in which she said that the women voters of the State had supported Mr. Lyons.

Silver Service Presented

The Hon. Samuel S. Koenig, President of the New York Republican County Committee, spoke briefly and Major George Brokaw Compton presented the silver service.

Mr. Lyons expressed his appreciation of the friendliness shown to him and pledged himself to a faithful discharge of the duties of his office. The ceremony concluded with a luncheon.

MOTOR TRUCKS IN NEW YORK

In the State of New York, motor trucks have increased from 1912 to 1920 as indicated below:

Year	Trucks Reg. in N.Y. State
1920	110,000
1919	97,346
1918	92,979
1917	85,402
1916	84,653
1915	82,288
1914	14,864
1913	9,000
1912	7,606

There are approximately only 800,000 trucks in use throughout the United States, the 110,000 registered in New York State represent approximately one-ninth of the total number.

CHINA FIRMS NEED CORPORATION LAW

This Association Urges Congress to Act Favorably Upon Bill Drawn by Mr. Dyer

FEDERAL BASIS IS REQUIRED

The Merchants' Association recently asked the appropriate Committees of Congress to make provision for Federal incorporation of firms doing business in China, as the privilege hitherto enjoyed of incorporating under the British law has been withdrawn.

Supports Pending Bill

The Association has sent the following letter to Representative A. J. Volstead, Chairman of the Judiciary Committee:

"The Merchants' Association of New York desires to be recorded with the members of the Committee on Judiciary of the House of Representatives as cordially approving the principles enunciated in H. R. 7204, a bill providing for the incorporation of companies for Chinese trade. It is the belief of The Merchants' Association that the enactment of the measure in question will furnish valuable assistance to firms in the Orient which are often compelled to compete with houses conducted by nationals of other countries under conditions prejudicial to them.

"The Association did not deem it wise to attempt to pass judgment upon all of the many details of the proposal as incorporated in H. R. 7204, but desires, rather, as stated above, to endorse the principles and conditions which the bill aims to make effective."

Status of the Bill

In reply to this communication, Representative Volstead wrote as follows:

"I am in receipt of your communication of the 18th instant informing me that The Merchants' Association of New York has endorsed the underlying principles found in H. R. 7204, a bill providing for the incorporation of certain companies engaged in foreign trade.

"A special subcommittee of the House committee on the judiciary has had this measure under advisement for some time, and is now engaged in redrafting this proposed legislation. As soon as the special subcommittee has completed its work the bill in its altered form will again be taken up for consideration by the full committee.

"You will, no doubt, appreciate that an incorporation act of this kind must be most exact in phraseology and wording. The committee has proceeded very slowly for this reason.

"Your communication will be filed with the committee in order that the members may know the views of The Merchants' Association of New York regarding this proposed legislation."

From Representative Dyer

Representative Leonidas C. Dyer, a member of the Committee on the Judiciary of the House, author of the incorporation bill, writes as follows:

"I received your letter of December 13th with reference to the Bill (H. R. 7204), providing for the incorporation of companies for Chinese trade. In reply, I beg to advise you that this bill has not as yet been reported by the Committee on the Judiciary of the House of Representatives. However, we have been working on it with diligence, and hope to accomplish something in this respect very soon. One of the difficulties we have had to meet has been the objection from the Treasury Department to the exempting of these proposed corporations from taxes. The Committee considering this bill in the House is the Judiciary Committee. This committee has no jurisdiction over revenue matters, and it feels that a bill should not be reported by it that exempts certain corporations from taxation without the approval of the Treasury Department, unless the Committee on Ways and Means of the House considers the question and is in favor of it. As soon as the Judiciary Committee has finished consideration of the bill I will then take up with the Committee on Ways and Means the taxation question, and try and have them present a separate bill upon that subject.

"Last summer I went to the Orient to study this question and its needs. I enclose you copy of some hearings taken while I was there. I appreciate the importance and necessity of legislation along the lines of my bill, and I will be glad to have the help of your Association."

THE STATUE OF LIBERTY

The Statue of Liberty, on Bedloe's Island, by the sculptor Bartholdi, stands on a granite pedestal 155 feet in height and reaches upward to a total height of 306 feet.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

TRACTION VOTES IN AFFIRMATIVE

This Association Casts Its Ten Ballots in National Chamber Railway Referendum

EIGHT PROPOSALS ENDORSED

The Merchants' Association has cast a favorable vote upon each of the eight proposals submitted by the Chamber of Commerce of the United States to its members.

The Eight Proposals

These proposals relate to local transportation matters, and are as follows:

1. Existing traction facilities should be conserved.

2. The attitude now taken toward street railway problems should be based upon the present and future needs of the community.

3. The attitude which is taken toward street railway problems should contemplate private ownership and operation.

4. Regulation should everywhere be instituted that will promptly follow changes in the situation of the companies rendering services of local transportation.

5. Provision should be made against the consequences of unfair competition.

6. All burdens unrelated to the service performed should be removed from street railways.

7. Official responsibility should be definitely fixed for the application of regulation.

8. Each company should seek to have available for the public at all times the facts as to the results of operation and should have resident responsible executives wholly conversant with local requirements.

The Association acted upon the recommendation of its Committee on Public Utilities and Law, of which Mr. James Gilbert White is Chairman.

TRUCKS IN NEW YORK CITY

New York City has more motor trucks in use than any other city in the world and there are more trucks in service in the State of New York than in any other State of the Union. Notwithstanding that mechanical road transport in Great Britain antedated that in this country more than a decade, there are more motor trucks in service in New York State than in all of the British Isles.

REFERENDUM ON FEDERAL TAXES

**National Chamber of Commerce
Is Submitting Fifteen Proposals
In Test of Opinion**

NO EXCESS PROFITS TAX

A referendum with relation to tax revision is being submitted to its members by the Chamber of Commerce of the United States.

Fifteen Proposals Included

The referendum includes fifteen proposals formulated by the Chamber of Commerce Committee on Taxation which has been working upon the subject for nearly a year. These proposals are as follows:

1. The excess profits tax should be repealed.

2. Revenues now derived from the excess profits tax should be obtained from taxes on incomes.

3. There should also be excise taxes upon some articles of wide use but not of first necessity.

4. Should a sales tax be levied instead of the taxes mentioned in the second and third proposals?

5. Should a sales tax be levied in addition to such taxes as are mentioned in the second and third proposals?

6. Members voting in favor of Proposal 4 or Proposal 5 are asked to indicate the type of sales tax they advocate: whether a general turnover tax, a limited turnover tax or a retail sales tax.

7. There should be a moderate and graduated undistributed earnings tax on corporations.

8. Each individual stockholder of a corporation should pay his own normal tax.

9. Incomes from any new issues of securities which may lawfully be made subject to Federal tax should be taxable.

10. American citizens resident abroad should be exempt from the American tax upon income derived abroad and not remitted to the United States.

11. Profits arising from sale of capital assets should be allocated over the period in which earned and taxed at the rates for the several years in the period.

12. An exchange of property of a like or similar nature should be considered merely as replacements.

13. Net losses and inventory losses in any taxable year should cause redetermination of taxes on income for the preceding year.

14. Ascertainment by the Government of any tax based on income should precede payment.

15. Administration of income taxation should be decentralized.

The Merchants' Association has referred the referendum to its Committee on Taxation and Public Revenue, of which Mr. Henry Ives Cobb is chairman, for report.

ESTIMATE NEEDS OF THE HARBOR

**Engineers Ask Allowances for
Carrying Out Improvements
of Port of New York**

SUMS RECOMMENDED BY BOARD

The estimate made by the army engineers for harbor and waterway improvements during 1921 call for a total appropriation of \$68,189,665, of which \$57,206,715 is for immediate use and \$10,982,950 for continuing contracts and other items.

For New York Harbor

The appropriations recommended for the First and Second New York City districts, which cover the Port of New York, are as follows:

First New York District—New York Harbor, shoals in main entrance channel, \$250,000; anchorage channel, \$200,000; channel between Staten Island and Swinburne and Hoffman Islands, \$50,000; Bay Ridge and Red Hook Channels, \$150,000; removal of Negro Point, \$700,000; Middle Reef, Hell Gate, \$1,000,000; Middle Ground off Sunken Meadow, \$1,000,000; ledges off Port Morris, \$500,000; ledges between Hell Gate and Battery, \$1,000,000; Newtown Creek, \$100,000; Hudson River Channel, \$750,000; Hudson River, Waterford, Albany and Troy, \$235,000; Burlington, Vt., harbor, \$100,000; Port Henry, \$100,000.

Second New York District—Newark Bay, 20-foot channel, \$20,000; Woodbridge Creek, N. J., \$9,000; Raritan Bay, \$40,000; Raritan River, \$100,000; Keyport, \$20,000; Shoal Harbor and Compton Creek, \$15,000; Shrewsbury River, \$100,000.

The recommendation for the Mississippi River, from its mouth to Minneapolis, calls for \$16,190,000. Ten million dollars is recommended for the Mussel Shoals Nitrate Plant.

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COMMISSIONER FOR WORLD CHAMBER

**Mr. Keppel Goes to Paris to Act
as American Administrator
on Advisory Board**

MR. ZAPF AMERICAN SECRETARY

Mr. Frederick P. Keppel, formerly Assistant Secretary of War, has been chosen American Administrative Commissioner in the International Chamber of Commerce by the Chamber of Commerce of the United States. He has just sailed for Paris to take up his duties. This Association took an active part in establishing the International Chamber.

Other Countries to Be Represented

The other four foundation countries, Great Britain, France, Italy and Belgium, each will be represented by an Administrative Commissioner at Paris, Mr. Emile Jottrand, formerly Secretary of the Chamber of Commerce at Mons, has been chosen for Belgium. Italy will be represented by Signor Ugo Capitani, formerly General Secretary of the Italian Chamber of Commerce at Paris. As yet, France and England have not named their administrative commissioners. Great interest is being shown in these countries in the new international body.

Will Form Advisory Board

These commissioners will form an advisory board to the General Secretary of the International Chamber. Each will have a staff of economists and business experts whose studies will form the basis of a service bureau. Other countries, after they are admitted to membership in the Chamber, will be entitled to maintain a commissioner at Paris.

American Secretary Named

The Directors of the American section are establishing an Advisory Committee of twenty-five American business men. Mr. Lacey C. Zapf has been appointed Secretary of the American section.

At the next meeting of the American directors, which will be held the last of December, a report will be received from Mr. A. C. Bedford, Chairman of the Board of Directors of the Standard Oil Company of New Jersey, and Vice-President for the United States of the International Chamber, on the recent meeting of the Board of Directors of the International Chamber held in Paris.

POSTER "SNIPING" STILL PREVALENT

Anti-Litter Bureau Finds Many Violations of the Law in Three Boroughs

PROMISES ARE FORGOTTEN

That "snipping," or unlawful billposting, continues to be prevalent in the City has been shown by a tour made through the Boroughs of The Bronx, Manhattan and Brooklyn by the Manager of The Merchants' Association's Anti-Litter Bureau.

List of Violations Made

This tour revealed many violations of the law prohibiting unlawful billposting. A list, containing the names of the advertisers, attractions advertised and snipe locations, was made. From one to thirty bills have been posted at each location, apparently without the written consent of the property owner. The list, compiled in a comparatively short time, contains the names of eighty-nine violators in The Bronx and Manhattan and thirty-six in Brooklyn, making a total of 125 violators who have placed at least 451 bills in 154 snipe locations. By "snipe location" is meant walls of buildings, fences, boxes, barrels, telephone reels and kindred places where posting of bills is prohibited by law unless written consent of the property owner is obtained.

Taking into consideration that only a few hours were consumed in collecting this data, that no attempt was made to count the number of bills posted in any one location where a number of bills were posted by the same violator, and that the three Boroughs were not thoroughly canvassed for material, some idea of the extent to which the practice of sniping is being indulged in can be obtained.

Resolutions Violated

Some of the violators are members of theatrical organizations who adopted resolutions at the suggestion of The Merchants' Association condemning the practice of unlawful billposting and pledging themselves to refrain from same. On several occasions the attention of the President of the United Vaudeville Managers' Protective Association has been called to violators, particularly Loew's and Proctor's Theatres, but apparently nothing has been done to stop the practice.

Following is a copy of the State Law

which, from all indications, is being violated by nearly one hundred persons, who are directly responsible for hundreds of posters and other advertising material being posted on walls of buildings, fences, boxes, telephone reels, and other similar places.

"Section 1. Subdivision eleven of section fourteen hundred and twenty-three of the penal law is hereby amended to read as follows:

"Section 2. A person who wilfully or maliciously displaces, removes, injures or destroys a mile-board, mile-stone, danger sign or signal, or guide sign or post, or any inscription thereon, lawfully within a public highway; or who, in any manner paints, prints, places, puts, or affixes, or causes to be painted, printed, placed or affixed, any business or commercial advertisement on or to any stone, tree, fence, stump, pole, building or other object, which is the property of another, without first obtaining the written consent of such owner thereof, or who in any manner paints, prints, places, puts or affixes, or causes to be painted, printed, placed or affixed, such an advertisement on or to any stone, tree, fence, stump, pole, mile-board, mile-stone, danger-sign, danger-signal, guide-sign, guide-post, billboard, building or other object within the limits of a public highway is punishable by a fine of not less than five dollars, nor more than twenty-five dollars, or by imprisonment for not more than ten days, or by both such fine and imprisonment. Any advertisement in or upon a public highway in violation of the provisions of this subdivision may be taken down, removed or destroyed by anyone.

"This act shall take effect September first, nineteen hundred and fifteen."

The Merchants' Association, through its Anti-Litter Bureau, will continue its efforts for the enforcement of the law.

LEGISLATIVE WORK

Service Bureau of This Association Helped Many of the Members in November

During November, 1920, the Legislative Service Bureau responded to ninety-two requests for information as follows, relating to

Federal legislation.....	29
State Legislation.....	15
City Ordinances, etc.....	9
Miscellaneous subjects....	39

Total.....92

In addition to the ninety-two specific requests complied with, "follow-up" service was given to 276 members specially interested in Treasury rulings and regulations governing inventory valuations.

FOOD EXPORTS AND IMPORTS

This country last year exported agricultural products worth \$3,500,000. Its imports of foodstuffs were worth approximately half as much.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

WILL LOWER RATES FOR CONVENTIONS

Reduced Fares Will Be Granted by the Railways from All Parts of the Country

THE CONDITIONS OF REDUCTION

Following the action of the Trunk Line Association in granting reduced fares for conventions, as announced in "Greater New York" of last week, the Central Passenger Association, the Southwestern Passenger Association, the Transcontinental Association and the Western Passenger Association have announced that similar concessions will be granted by them beginning January 1, 1921.

Basis of the Reduction

Reduced fares will be granted for conventions to be held next year on the basis of fare and one-half, with minimum of \$1 for the round trip, on the certificate plan, conditioned upon an attendance of 350 or more members, including dependent members of their families traveling to the meeting by rail, and the reduction will be applicable to all societies or other organizations qualifying under the rules.

Under the jurisdiction of the Central Passenger Association is the territory east of Chicago and the Mississippi River and north of the Ohio River; points west of Buffalo, Cleveland, Pittsburgh and Parkersburg, West Virginia.

Other Territory Covered

The Southwestern Passenger Association covers numerous points in the States of Missouri and Kansas, all traffic in the States of Arkansas, Oklahoma and Texas, and that portion of Louisiana lying west of the Mississippi, also New Orleans on westbound business.

The Transcontinental Passenger Association has jurisdiction of passenger traffic between Chicago, St. Louis and the Mississippi River on the east, and the Pacific Coast and Intermountain States on the west.

The Western Passenger Association covers the territory bounded by Chicago, St. Louis and the Mississippi River on the east, and Colorado and Utah on the west.

INCREASE IN CATTLE AND HOGS

This country has more cattle and hogs than it had when the war began in 1914 and as many sheep as it had at that time.

AGAINST ELECTRIC CODE AMENDMENT

**Pending Ordinance Denounced as
Unnecessary, Wasteful and
Obstructive**

CHANGES DEEMED INADVISABLE

Protest against the new schedule of license fees and charges for electrical inspections of buildings in New York City has been made to Alderman E. A. Curley, Chairman of the Committee on Codification of the Board.

Reasons for Opposition

The protest to Mr. Curley gives the reason for opposition as follows:

"There is now pending before your Honorable Committee an amendment to the electrical code, which includes among its provisions a schedule of fees and charges for electrical inspections of buildings to be charged against and collected from the owners of such buildings, respectively.

"This Association has hitherto contended that electrical inspections by the City, as contemplated, are unnecessary and obstructive, in view of the fact that such inspection as is necessary to insure the public safety is already adequately performed under the direction of the Board of Fire Underwriters without expense to property owners. The thoroughness and promptitude of insurance inspections is assured by the fact that such thoroughness is necessary to protect the financial interest of the companies concerned. In practice, insurance inspection has proved entirely satisfactory and efficient, and it is therefore unnecessary for the City to provide for a second inspection, which involves material expense to property owners and is the cause in many instances of material delay in obtaining light and power.

Needless, Obstructive and Wasteful

"We, therefore, protest against the proposed new schedule of license fees on the ground that the inspections for which those fees are to be charged are needless, obstructive, and impose a large and wasteful charge upon the owners of properties.

"We are further opposed to the pending amendments to Section 8, relative to the organization of the Electrical License Board. It is important that the members of this Board should at all times be possessed of the highest technical qualifications and that they should

not be subject to summary removal at the discretion of the Commissioner, as is contemplated by the pending amendments. We recommend, therefore, that the appointing power of the Commissioner be limited by requiring that appointments made by him be selected from lists of nominees to be supplied by the several organizations representing the various classes indicated by the present provisions of Section 8.

OPPOSES USELESS CITY ORDINANCE

**Protest Is Made Over Proposal to
Compel the Employment of
Superfluous Engineers**

DEFEATED IN THE LEGISLATURE

The Merchants' Association is opposing an ordinance pending in the Board of Aldermen, requiring the employment of a certified steam engineer to operate ice machines or gas compressors of five tons capacity, and certain other machines.

Reasons for Opposition

The reasons given to the Board of Directors for opposition to this ordinance are set forth in the following report from The Association's Bureau of Research:

"There is now pending before the Board of Aldermen a proposed ordinance (Introductory No. 524, Print No. 41), the effect of which is to require the employment of a certificated steam engineer to take charge of or to operate all ice machines or gas compressors of five tons or greater capacity, all machines for hoisting purposes or cable ways, irrespective of motor power, used for construction work, and all boilers or other machinery used for heating or motive power. This would affect practically all industrial plants and all buildings having elevators. A few of the industries affected are hotels, restaurants and meat shops where artificial refrigeration is used; confectioners, bakers, preserving and canning establishments and a very wide range of others where special heating appliances are part of the plant, and all elevators operated by anything except hand power.

Would Compel Useless Employment

"In a very large proportion of all of the premises affected (and these premises comprise a great majority of all the business establishments in the City)

steam engineers are entirely superfluous, although technical experts of different qualifications are indispensable. If this ordinance becomes law, it will require that steam engineers, whether needed or not, be employed in addition to electricians, refrigerating experts and others whose services are indispensable. It will also require thousands of engineers to operate simple heating plants, in the case of which no expert services of any kind are necessary. The Steam Engineers' Union is making desperate efforts to get this ordinance adopted by the Board of Aldermen. The Association has opposed practically identical bills at Albany at various times since 1907, acting upon recommendations of its committees. The present bill should likewise be opposed and it is desired to submit it to the Executive Committee for proper authorization."

GREETINGS EXCHANGED

**Boston Wires Good Wishes and
This Association Sends a
Cordial Response**

The following telegram was received by The Merchants' Association from the President of the Boston Chamber of Commerce on the day before Christmas:

"On behalf of the officers and members of the Boston Chamber of Commerce we extend to your organization the compliments of the season and best wishes of prosperity during the coming year.

GEORGE R. NUTTER,

"President Chamber of Commerce;
"JAMES A. McKIBBEN,
Secretary."

In response to this greeting, the following dispatch was sent:

"Your telegraphic holiday greetings are deeply appreciated and cordially reciprocated by The Merchants' Association of New York. It is our hope and belief that the coming year will be filled for the Boston Chamber of Commerce with the appreciation and the reward which come from service effectively performed. Cordial holiday greetings to your officers, directors and members.

"The Merchants' Association of New York,

"WILLIAM FELLOWES MORGAN,
President;

"S. C. MEAD, Secretary."

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

OFFICIAL CLASSIFICATION MAKES SEVERAL CHANGES

Traffic Bureau Explains How the New Revision Authorized by the Interstate Commerce Commission, Varies from the Rules Which Hitherto Have Been in Force

Prepared by the Traffic Bureau of The Merchants' Association

The American Railway Express Company has issued Official Express Classification No. 27, which contains changes in the terms and conditions of the Uniform Express Receipt, together with changes in rules and regulations under which merchandise will be accepted for transportation by the express company. Authority for these changes is contained in the decision of the Interstate Commerce Commission in 59 I. C. C. 265.

A synopsis of the more important changes which become effective January 10, 1921, is shown herewith.

Uniform Express Receipt

Paragraph 6 of the terms and conditions of the Uniform Express Receipt covering shipments consigned to a place at which the express company has no office is amended to read as follows:

When consigned to a place at which the express company has no office, shipments must be marked with the name of the express station at which delivery will be accepted, or be marked with forwarding directions if to go beyond the express company's line by a carrier other than an express company. If not so marked, shipments will be refused.

Paragraph 7 is amended to bring the rule into conformity with the Transportation Act of 1920, and in lieu of the present provision that claims in case of loss shall be filed "within four months after reasonable time for delivery has elapsed," it provides that such claims shall be filed within four months at fifteen days after date of shipment. This paragraph, as amended, reads as follows:

Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery claims must be made in writing to the originating or delivering carriers within four months after delivery of the property; or, in case of failure to make delivery, then within four months and fifteen days after date of shipment; and suits for loss, damage or delay shall be instituted only within two years and one day after the date when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof.

Paragraph 11, which has to do with shipments exported by vessel to foreign countries, is amended by extending the time for filing claim to nine months.

Freight Classification Rules

Rule 2 (e) is changed to prevent the acceptance and carriage to wrong desti-

nation of shipments addressed to points at which the Express Company has no office. Consignees at such points ordinarily instruct shippers where to consign their shipments, and shippers under the proposed rule must show this information on the package, so that the Express Company will know at what point consignee will accept delivery.

Rule 6—Pickup and Delivery Service.—The present rule provides that the Express Company shall not be required to pick up or deliver shipments above the first floor of any building or residence when such shipments are of such size or weight as to not permit handling by one man and where elevator facilities are not available. This provision has been amended so as to apply also to the handling of shipments below the first floor, and limited, at the request of shippers, to packages weighing in excess of 125 pounds.

Rule 8—Undelivered Shipments.—This rule has been clarified by eliminating paragraph (A) of the present rule, which provides that in event of non-delivery arising out of loss or destruction of the shipment the Express Company shall immediately give written notice both to the consignor and the consignee. This provision in the rule is unworkable, and results in misunderstanding and disputes between shippers and claim agents. Express way bills are now attached to the shipment, and in the event of loss or destruction of a shipment the Express Company has no record from which it can determine the name of the consignor or consignee, hence cannot give the written notice contemplated when this rule was originally made.

Rule 13—Valuation Charges.—This rule has been rewritten to more clearly show the intent of the present rule, and pastels have been specifically added as taking the same rate as paintings. The new rule makes no change in the rates for valuation.

Rule 14 (c)—Examination and Partial Delivery of C. O. D. Shipments.—This rule has been amended to overcome certain objectionable conditions. It is the practice of certain shippers to send out, for example ten packages in one shipment, with a C. O. D. of \$160.00 on the entire shipment, with instructions that each one of the packages is to be delivered upon payment of one-tenth of the C.O.D.,

or \$16.00, and that the balance is to be held until called for by the consignee. While the existing rule does not specifically cover shipments of this kind, it was never the intention that the Express Company's office should be made a storehouse for shipments of this character; furthermore, there is an unusual amount of labor in handling such shipments and great difficulty in keeping a proper record of delivery of each package, which results in frequent requests from the shipper that we show delivery of specific C. O. D.'s, which, because of similarity in amount, cannot be easily identified.

A new paragraph has been added to this rule providing that shipments of diamonds or other precious stones must not be accepted with privilege of examination. This is necessary because of heavy losses that have occurred with such shipments when sent with privilege of examination, due to dishonest consignees substituting imitation stones for genuine stones.

Rule 16—Carload or Bulky Shipments.—Paragraph (b) has been amended by increasing the minimum charge on a shipment loaded in a special or exclusive car from 10,000 pounds to 12,000 pounds at the first-class rate. The minimum capacity of the ordinary baggage car is from 20,000 to 25,000 pounds, and the increase proposed still makes the rule very liberal to shippers, especially in view of the serious shortage of express equipment that has existed during the past three years.

Paragraph (c) of this rule is amended to permit the use of estimated weights, when authorized, in determining the minimum weight on a special car requested by a shipper for handling second-class matter.

Paragraph (j) of the present rule, dealing with refrigeration of carload shipments of perishable commodities, has been redrafted, and certain rules now published in commodity tariffs having territorial limitations are incorporated in the classification in order to give them general application.

Paragraph (n) is amended to conform to rules governing freight shipments, which require that where cars are held by consignee or shipper awaiting orders for diversion, reconsignment, or for any other purpose, and more than

EXPRESS COMPANIES CHANGE THEIR RULES

one re-icing at such points is required, the last re-icing will be assumed by the Express Company, but the cost of any previous re-icing while cars are being held, will be assessed against the shipper.

A new paragraph (r) has been added, fixing the penalty of \$25.00 per car, per day, after the expiration of 48 hours' free time, for failure of consignees to promptly unload. This rule applies only to shipments such as perishable food products moving in refrigerator cars under rates which do not include delivery service. The number of refrigerator cars available for express movement is limited, and is by no means adequate to the demands of the shippers. In the past, certain receivers have frequently delayed the unloading of such cars as much as a week or ten days despite the earnest efforts of express officials to induce them to unload promptly. This action has resulted in depriving growers of the maximum use of the available equipment. It is hoped that the proposed penalty will induce receivers to promptly unload refrigerator cars.

Rule 18—Packing Requirements.—The present packing requirements in Rule 20 have been amended by making provisions for shipments in fibre boxes with wooden frames. The new rules conform to the rules of the Railroad Companies in the Consolidated Freight Classification, and are added to the Express Classification at the request of certain box manufacturers.

Rule 21—Diversions.—The verbiage in this rule has been slightly changed for the purpose of clarification.

Rule 22—Reconsignments.—The only important change in the present rule is to make a charge on the basis of Scale 1 for reconsigning shipments to another address in the same City after the shipment has been offered for delivery at the original address. It occasionally happens in large cities, where firms have more than one place of business, that the Express Company, in tendering a shipment for delivery at the address given on the package, is requested to make delivery at some warehouse or branch house of the consignee, and the new rule provides an additional charge for this service when the new point of delivery is on another delivery route. Paragraphs (b) and (c) have been rewritten for the purpose of clarification.

Rule 26—Marking Requirements.—This rule has been amended to provide, where wooden boxes, barrels or crates are

marked by the use of an address label, that the label must be protected in such manner as will prevent its being destroyed or defaced.

The optional use of strong cord for attaching address tags to castings, machine parts, shafting, pipe, rods, bars, and other metal articles, has been withdrawn.

A requirement for marking carload shipments is also added.

Money Classification

With the exception of charges for collecting and remitting the amounts of "C. O. D." shipments, all charges in the Money Classification have been increased 26 per cent, the same as all other express charges and rates.

Paid C. O. D.'s.—A new scale is provided for collecting and remitting "C. O. D.'s." The present charges do not fully compensate the Express Company for the special service, aside from transportation performed. The handling of "C. O. D." shipments and the collection of the "C. O. D." bill involves special and unusual service, special forms, records, etc., and other than delivery service by deliveryman. After collection, the proceeds must be remitted by money order by U. S. mail to shipper, and the new scale of charges is based on the regular charge for a money order equal to the amount of the "C. O. D." plus 25 cents per shipment for the special service in connection with the handling and collection of the "C. O. D."

Specific Articles

In addition to the changes shown above, the carrier proposes changes in the ratings, descriptions and regulations governing the acceptance, transportation and delivery of individual articles, which changes become effective with February 4, 1921. A copy of the new classification is on file in The Association's Traffic Bureau, where it may be examined by interested members. The Traffic Bureau will be glad to supply members with advice and information upon matters in which they are interested.

HOSPITALS IN NEW YORK

There are about 200 hospitals of every description in New York City, and in addition a number of clinics for the treatment of patients gratis or at a nominal sum.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

TRANSPORTATION COURSE READY

Young Men's Christian Association Has Prepared Instruction in Freight Carrying

PACKAGE SERVICE TO MICHIGAN

Prepared by The Traffic Bureau of The Merchants' Association

The Traffic Bureau of The Merchants' Association has received a notice from the West Side Young Men's Christian Association that enrollments may now be made for the Traffic Management (freight transportation) course to run for sixteen weeks on Tuesday and Thursday evenings from 7.15 to 9.15, beginning January 11, 1921, and ending April 28, 1921.

Mr. Charles F. Walden, who is preparing a Traffic Management text for the United Y. M. C. A. Schools, has been engaged as instructor. Mr. Walden has had an active experience of more than thirty years in traffic management work.

Further particulars regarding this course in Traffic Management may be secured from the Educational Department, West Side Branch Y. M. C. A.

Flint Package Car

Arrangements Made for Delivery in Michigan on Fifth Day

The Traffic Bureau of The Merchants' Association is in receipt of advice from the Chamber of Commerce of Flint, Michigan, that arrangements have been made for package car service from New York to Flint, via the Lehigh Valley Railroad in connection with the Grand Trunk Railway. Shippers desiring to use this service are requested to route their freight via Lehigh Valley in care Grand Trunk Railroad Flint Package Car." As now scheduled, such freight forwarded from New York should be delivered in Flint on the fifth morning.

BUILT IN 1876

The Post Office Building, at the junction of Park Row and Broadway, cost \$7,000,000 when it was erected in 1876.

GOLD AND SILVER PRODUCTION

The production of gold in the United States decreased \$8,313,300 in 1919, and of silver 11,127,694 ounces.

CRIME OUTBREAK MUST BE CURBED

**Committee of This Association Is
Now at Work Upon Plans
to Enforce the Laws**

EXECUTIVE COMMITTEE ACTS

Means for the better enforcement of law and the protection of life and property of New York City are being considered by The Merchants' Association.

Executive Committee Meets

The matter was taken up at a special meeting of the Executive Committee of The Association, which was called by President William Fellowes Morgan after the murder of Mr. Edwin W. Andrews, jeweler, in his Fifth Avenue office, during business hours, the looting of his safe of a large amount of jewelry, and the escape of the murderers.

Discussion of the existing situation in the City and of the measures which have been announced by Police Commissioner Enright for the suppression of crime, as well as the plans which have been devised in other cities to check theft and violence, led the Committee to the conclusion that measures must be taken to convince the lawless elements that the law must be obeyed.

Committee at Work

After very thorough consideration, the following resolution was adopted:

"Resolved, That the President is authorized to appoint a Committee to study the crime situation in all its aspects and to report with recommendations as to what measures The Merchants' Association of New York can properly take to assist in remedying this situation."

The Committee was immediately appointed and arrangements were made for carrying out promptly the instructions contained in the resolution. For obvious reasons, the names of the members of this Committee will not be announced.

Within Scope of Association Work

One of the objects of The Merchants' Association is to protect and promote the interests of this City. The publication throughout the world of a series of crimes from which no portion of the City seems to be immune inflicts the gravest injury upon the City in many ways.

New York's reputation is suffering

Britons Send Thanks

Mr. Charles E. Musgrave, Secretary of the London Chamber of Commerce, Incorporated, in England, has written as follows to Mr. S. C. Mead, Secretary of The Merchants' Association:

"At the last meeting of the Council of this Chamber, the President, Mr. Stanley Machin, J. P., gave a report on the recent visit of representatives of the British Chamber of Commerce to the United States, and the Council unanimously resolved to tender to The Merchants' Association of New York their most cordial thanks for the courtesies and hospitalities extended to the President and other Members of the Delegation, during their visit, which it is believed will still further confirm the excellent relations which happily exist between our respective bodies."

from this cause, and The Merchants' Association is determined, if a means can be found, to restore normal conditions of safety.

MR. BECK RESIGNS

**Lawyer, Moving to Washington,
Withdraws from the Board
of Directors of This
Association**

Mr. James M. Beck has resigned from the Board of Directors of The Merchants' Association. Mr. Beck has removed his residence to Washington, and is, therefore, unable to act with The Association as he has done in the past.

In offering his resignation to the Board of Directors, Mr. Beck wrote as follows:

"I have moved to Washington, and am no longer a resident of New York City, although I still keep my law office here.

"Under the circumstances, I feel that I should not remain a Director of The Merchants' Association, and I am writing to resign as such. Please assure the members of the Board how greatly I regret the fact that I shall no longer be one of the Board, and my further regret that I have not, in the brief period of my service, been of greater assistance to The Association."

The Board unanimously, but with regret, accepted Mr. Beck's resignation for the reasons set forth in his letter.

MISS CAVELL'S NAME AS LURE

**Used in Appeals for Charities of
Doubtful Standing and
Elusive Location**

INVESTIGATORS ARE BAFFLED

Prepared for The Merchants' Association by the Bureau of Advice and Information of the Charity Organization Society

Is the name of Edith Cavell to be bandied about as a means of exploiting charitable schemes of a more or less uncertain character?

An Elusive Day Nursery

Last spring, through newspaper advertisements for solicitors, the attention of the Bureau of Advice and Information of the Charity Organization Society was drawn to a day nursery project which bore the name of the martyred nurse of Belgium. A careful investigation failed to discover the existence of any such institution. No permit had been issued by the Board of Health, and leading day nursery workers in the City had never heard of it. The address on the letter head was a tiny office where no one could be found.

Dental Woman Always "Out"

The name was next attached to an ambitious scheme for a string of dental clinics on the East Side. Here again no one could be located. The woman whose name was used in both projects was chronically "out." At a second address no one could be found who had ever heard even of Edith Cavell, though mail sent there was received. The dental and public health authorities had no knowledge of the scheme or of its promoters, and no steps were ever taken to comply with the legal requirements for operating such a dispensary.

Nursery Bobs Up Again

Now again the nursery project has bobbed up with apparently no more background of reality than it had in the first place. The name of Edith Cavell will some day adorn an American institution which shall perpetuate the memory of her high and noble sense of honor. That day has not yet come. The citizen who is, at this time, appealed to for funds for any project bearing that honored name is urged to scrutinize it very closely and to seek disinterested advice before making contributions.

JAN 10 1921
JAN 10 1921
U.S. OF MICH.
To Foster the Trade and Welfare of New York

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. IX

NEW YORK, MONDAY, JANUARY 10, 1921

No. 2

Brisk Campaign For Daylight Saving Launched

The Merchants' Association Heads a Movement Throughout the Eastern Time Zone for Another Hour of Daylight During the Five Summer Months from May 1 to September 30, Inclusive—Fight for City Dwellers Will Be Waged Both in Congress and State

A campaign which includes both Congress and the New York State Legislature has been launched by The Merchants' Association in behalf of Daylight Saving during the five Summer months, in the Eastern Time Zone, May 1 to September 30.

Appeals are being made to other commercial organizations and to the Mayors of cities in New York State, to members of Congress and to the State legislators, to establish Daylight Saving upon the Atlantic seaboard and as far west as Cleveland, in response to the demand of a great majority of the people inhabiting this section.

For Edge-Ackerman Bill

The following letter, signed by Mr. S. C. Mead, Secretary of The Association, has been sent to the members of the Senate Committee on Interstate Commerce and of the House Committee on Interstate and Foreign Commerce which have charge of a bill introduced by Senator Edge and Representative Ackerman, creating the five months daylight saving:

"In the interest of more than sixteen million persons engaged in business and professional pursuits in the Eastern Time Zone, The Merchants' Association of New York desires to be recorded with the members of the Committee on Interstate Commerce of the Senate as favoring and urging the restoration of daylight saving time within that zone

Daylight Saving

New York Tribune

The move of The Merchants' Association to persuade Congress to provide for daylight saving in the zone of Eastern time is good, practical sense. The cities predominate in this area, and the benefits of daylight saving cannot be obtained in a complex human organization like a large city without governmental action, synchronizing the thousand and one operations necessary to life in so congested an area. Probably the soundest method is to apply the system to the whole country and let those sections diverge from it that will. There is much logic, however, in this local demand touching this particular time zone, and practical legislative considerations support it.

The sooner the law is passed the better. The hardship upon the farmer, the dairyman especially, has decreased with experience and can perhaps be largely eliminated by a little constructive cooperation between the farmers and the makers of railroad timetables. The shortage of labor has also added to the trials of the farmer who endeavored to cope with the daylight saving law by rearranging work schedules. Probably this situation will show improvement next year.

There are the soundest of reasons for continuing this tried and widely approved reform in this zone of many cities.

on a five months' basis, as provided in S. 3670, introduced by Senator Edge, and pending before that Committee.

Efficiency Increased

"The studies and investigations conducted by this Association and other commercial, civic, trade, labor and social welfare organizations, as well as by medical associations, have demonstrated among other things that daylight saving during 1918 and 1919, through the extra hour of daylight thus made available for healthful recreation, resulted in a marked increase in efficiency among industrial workers, proved beneficial to the health and general welfare of millions of indoor employees, permitted the cultivation of home gardens, saved vast quantities of fuel through reduced consumption of gas and electric light, and in other ways was a distinct economic advantage to the Nation.

"Those benefits, we believe, should be preserved and made permanent to the great industrial, commercial, financial and professional population, representing as it does nearly 85 per cent of all persons employed in gainful occupations in States within the Eastern Zone.

Benefits Exceed Disadvantages

"In the judgment of The Merchants' Association, and this judgment is concurred in by those who have examined the case wholly upon its merits, the advantages and benefits gained for so large a majority of the population dur-

AN URGENT APPEAL TO CONGRESS FOR MORE DAYLIGHT

ing the two years in which Federal Daylight Saving was in effect, far outweighed and offset the very slight disadvantage or inconvenience, if in fact there was any, resulting to the comparatively small number of persons engaged in agricultural pursuits. In fact, no less an authority on agricultural matters than Mr. Herbert Quick, formerly a member of the Federal Farm Loan Board, a practical farmer, and for many years Editor of 'Farm and Fireside' (Springfield, Ohio), after refuting the most compelling of the objections against daylight saving raised by the farmers of Massachusetts, stated:

"I see no merit in the farmers' contentions, except as to the dairymen's. I sympathize with them; but I do not believe that we should give up a system which benefits the whole country on account of inconveniences to the ordinary farmer which he may easily avoid, or even because of the real hardships to such people as the milkmen."

The Balance of Population

"The latest census statistics show that practically one-half of the entire population of the United States is within the Eastern Time Zone; that 50 per cent of all persons engaged in gainful occupations in the United States are employed within that zone, and that approximately 85 per cent of those so employed are engaged in industrial, commercial, financial and professional pursuits. This great majority of workers ask that the benefits and advantages enjoyed under the Federal Law during 1918 and 1919 and under State laws and City ordinances during 1920 be made permanent and that daylight saving time be now made uniform in the Eastern Time Zone through the enactment of a Federal statute.

Has Earnest Support

"That request has the earnest endorsement of associations and organizations interested in promoting the efficiency, the health and the general welfare of the workers.

"May we count upon your support as a member of the Committee on Interstate Commerce in having the Edge bill promptly reported to the Senate and upon your active cooperation in securing its passage during the present session?"

To City's Members of Congress

The Association has sent the follow-

ing letter to Senator Calder and to the Representatives in Congress from New York City:

"The 1920 Census statistics show the total population of New York State to be 10,384,144, and that more than 50 per cent, or 5,621,151 persons reside in New York City.

"We feel that your familiarity with working and living conditions in this great, congested City makes any special argument on our part in behalf of daylight saving time unnecessary. We do, however, earnestly ask and urge your active cooperation to secure the passage, at this session, of a Federal Statute making daylight saving time uniform in the Eastern Time Zone.

"We are enclosing a copy of our letter to each member of the House Committee on Interstate and Foreign Commerce urging the passage of the Ackerman bill, H.R. 11,390.

"May we count upon your energetic cooperation to secure for the thousands of workers in your district a continuation of the benefits and advantages accruing from daylight saving time?"

Commercial Bodies Urged to Act

The following letter was sent to thirty-six commercial and trade organizations in twenty-seven of the largest cities in the Eastern time zone:

"We believe that your organization is as keenly interested as this Association is in securing for the great body of industrial, business and professional workers throughout the Eastern time zone the restoration of daylight saving time, as proposed in the Edge-Ackerman Bill now pending in Congress. More than eighty-five per cent of the working population within that zone will be directly benefited if that bill becomes law.

"The enactment of this legislation during the present session of Congress will depend wholly upon the activity and enthusiasm evidenced by commercial and trade organizations, and their members, in behalf of this movement; and it is upon such organizations that the great body of unorganized workers is depending to present its plea in this instance. Simply indorsing the plan and recording that indorsement with the Congressional committee before which the bill is pending is not enough. The organizations friendly to the movement, in addition to making a direct appeal to the Senators from their States, to their Representatives in Congress, and to the individual members of the Committees

having charge of these bills, should also urge their members promptly to take similar action.

Committee Letter Enclosed

"Enclosed is a copy of a letter we have sent to each member of the Committees now considering the Edge-Ackerman Bill. We are also sending a copy of that letter to each Senator and Representative in Congress from New York State. Similar action on the part of the commercial organizations in the larger cities of the several States interested, we believe, will be most helpful. An effort should also be made to secure the cooperation of your local newspapers in giving the widest possible publicity to your action.

"May we count upon your energetic cooperation along the lines suggested herein?"

Began Last November

The campaign for Daylight Saving for the five months from the last Sunday in April to the last Sunday in September in the Eastern Time Zone was begun by The Merchants' Association on the last day of November in a letter to commercial and trade organizations located in the Eastern Time Zone. Many favorable responses were received.

This letter asked support for the Edge-Ackerman bill now pending in Congress, which provides for the plan put forward by The Association. A similar bill has been introduced in the House by Representative Frederick W. Dallinger of Massachusetts.

Endorsed by Mayors

The conference of Mayors of New York State cities which recently met in Albany endorsed the plan. Subsequent to this action, the following letter was sent by The Association to the Mayors of fifty-nine cities in the State.

"The indorsement by the New York State Mayors' Conference of the plan to retain Daylight Saving time in New York on a five months' basis—from May 1 to September 30—is greatly appreciated by The Merchants' Association of New York, and we desire to express to you personally our thanks and congratulations on that action, and also to assure you and the other members of the Conference of this Association's active cooperation in your effort to have the State law retained duly amended.

"While it is particularly desirable to prevent the repeal of the State law on this subject, it is equally desirable, if not necessary, to have daylight saving

STRONG EFFORT TO BE MADE TO SAVE DAYLIGHT SAVING

time made uniform in the Eastern Time Zone by Federal statute. Bills to accomplish this are now pending in Congress, reference to which is made in the enclosed circular. If the individual members of the Conference were to record their indorsement of these bills with the Senate and House Committees, as well as with both Senators from New York and the Representative in Congress from their districts, it would materially assist in securing favorable action during the present session of Congress. We earnestly urge your cooperation in this matter."

The State Daylight Saving Law

The present State law provides for daylight saving during seven months. A bill repealing this law was passed by the last Legislature, but vetoed by Governor Smith. The opposition from the rural districts made the law a feature of the recent state campaign and no secret has been made of the intention of its opponents to repeal the law during the coming session.

The Merchants' Association accordingly has sent a letter to each member of the New York State Legislature advancing substantially the same arguments for Daylight Saving that were urged in the letter to the Committees of Congress in favor of the Edge-Ackerman bill.

DAYLIGHT SAVING

New York Times

With another year's experience with daylight saving, its advantages and its disadvantages, the country has quite enough knowledge on which to base something approaching final action before the season comes, next year, either to set the clocks forward again or to let them keep "standard time" throughout the whole twelve months.

Everybody by now has learned who are the friends of daylight saving and who oppose it. As to the relative number of people in the two classes there can be no doubt—the friends are in an enormous majority, including as they do practically the whole urban population and no small fraction of villagers and farmers. Its foes, almost without exception, come within the category last named. Some of them, especially the dairymen and the market gardeners, are really inconvenienced by daylight saving; but that the inconvenience is serious as well as real has not been proved, and doubts are justified by the fact that

no intolerable losses of health or money have been suffered, even by those most injuriously affected. At least a part of the woes about which they complain so bitterly are due less to unavoidable consequences of the plan than to obstinate refusal to modify old habits and adjust them to new conditions.

As for the ordinary farmer, raising chiefly staple crops, there is nothing to prevent him from doing his work, or having it done, exactly as before daylight saving was invented. Like the more compliant railways, he has only to do everything an hour later—later by the clock, that is—and not one of his precious habits or his relations to the sun will be changed.

THE NEW YORK OF TO-MORROW

New York Tribune

The public hasn't been impressed so much as it should have been by the exercises marking the breaking of ground for the New York-New Jersey vehicular tunnel. This is one of those practical enterprises in local self-help which often escape the limelight. Yet it means much for the welfare of the city, now cramped beyond comfort and suffering from the economic limitations of life on an overbuilt island.

New York City has expanded to the north and across the Harlem and East rivers. But its most vital communications are toward the west, where the Hudson acts as a formidable barrier. The development of the older part of New York has been checked by the lack of easy intercourse with the New Jersey trunk terminals, and the cost of living here has been artificially raised by the imperfect and antiquated facilities for food distribution which Manhattan Island has inherited. The very spaciousness of our water boundaries has worked against us.

The vehicular tunnel to New Jersey is only a first step toward overcoming grievous natural handicaps. Its construction should be followed by a scientific development of the port and its terminals through joint action with the Jersey hinterland—an integral part of the New York district. Resources on both sides of the Hudson should be put into one pool. For unity of interest and effort is needed to free New York City proper of the choking pressure which now threatens to drive business away from the port because handling it is too cumbersome and costly and also

adds painfully to the expense of food distribution.

Little old New York is a picturesque memory. The New York of to-day, to be prosperous and comfortable, to establish efficiency and order in its economic life, must look to a future in which expansion beyond the Hudson will figure as an essential element.

GEMS MINED AT HOME

The value of native gems mined in the United States in 1919 was \$123,046, according to a compilation just completed by the United States Geological Survey. While larger than the output of 1918, which was \$106,523, last year's production was less than that of many former years. In 1917 the output was \$131,012; in 1916, \$217,793; in 1915, \$170,431, in 1914 \$124,651, and in 1913, \$319,454.

Sapphires made up one-third of last year's total, their value being \$40,304. Turquoise was next, with a value in the rough of \$30,507. This is the largest amount of turquoise ever mined in the United States. The value of tourmaline, whose fashion as a gem is of recent origin, was \$18,642, while gems produced from quartz amounted to \$19,078. Beryl mined during the year was valued at \$1,921, and other miscellaneous gems at \$7,047.

On the other hand, the gems imported into this country during the year were valued at \$113,000,000. In this total cut diamonds represented \$60,085,100; rough diamonds, \$20,306,758; diamond dust, or bort, \$1,420,422, and glazier's diamonds, \$984,371. The value of the pearls imported was \$11,000,000, and of other gems, not including diamonds or pearls, \$5,100,000.

BOSTON'S WET YEAR

Last year meteorologically it was the wettest in Boston in many years. The Blue Hill Observatory today reported an aggregate rainfall for the year of 63.78 inches, the greatest in the thirty-five years of records there. Unofficial observations running back a century, which are in the possession of the Blue Hill weather specialists, show a greater precipitation only in 1863.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

REPUBLIC OF CHINA IS IN GRIP OF A CRUEL FAMINE

President Morgan, Member of the General Committee of the China Famine Fund, Describes Conditions Which Menace Fifteen Million People with Death by Starvation

By WILLIAM FELLOWES MORGAN
Member of the General Committee of
the China Famine Fund

The greatest famine in history has laid hold upon the five northern Provinces of China. An area of 90,000 square miles, with a population of 45,000,000 Chinese is in grave danger. Of these, 15,000,000 are facing immediate starvation, and are dying at the rate of 10,000 a day. There will be no new crops until next June, and unless relief is sent, and continued until the crops can be harvested, few of these fifteen millions will survive the winter.

Turn to This Country

In their misery the Chinese have turned to us and asked for our help. President Wilson, December 9, called upon the American people to help this vast number of suffering Chinese. He has appointed a national committee, the American Committee for China Famine Fund, under the Chairmanship of Mr. Thomas W. Lamont, to gather and send supplies and money to the famine area. Mr. Lamont has named Mr. Union N. Bethell as chairman of the Executive Committee.

The Hon. Charles R. Crane, United States Minister to China, on December 20 cabled to the State Department as follows: "After months of careful investigation, reports of American missionaries and business men in areas show at least 15,000,000 people seriously affected, large majority of whom are now living on diet composed one-half of leaves, wild plants and bark. Death from starvation beginning. Death rate will rise rapidly and large typhus epidemic seems inevitable. Relief must be carried on until June harvest. * * * The situation requires generous and immediate support of American people and the rest of the world."

An Unparalleled Calamity

No single calamity in recorded history has equalled the present famine in North China. The population involved, 45,000,000, is equal to the entire urban population of the United States. The 15,000,000 now facing starvation are more than double the population of Greater New York. The ten thousand

dying every day outnumber the deaths in this City for an entire month. No one can foretell to what figures this death rate will rise unless we help them.

The disaster is so great that it is difficult to describe it. The national calamities of the past are, relatively, so small as to give no more than inadequate comparisons. The Black Death in England in 1348 killed 2,000,000; the Irish famine of 1846-7 cost 1,009,000 lives. Even the World War does not approach the prospective deaths in North China, for against its direct and indirect toll of 17,500,000, we have 45,000,000 Chinese in danger.

America's Opportunity

It is America's privilege to be looked upon as friends by the Chinese; it is our opportunity to prove the reality of that friendship. For three generations American missionaries have carried Christianity to the Chinese. Their labor has borne noble fruit. At the end of the Boxer rebellion, some twenty-years ago, President Roosevelt cemented our friendship with China by the remission of their indemnity to us, with the understanding that this fund was to be used in the education in this country of young Chinese. Hundreds of them have come to the United States, to our universities and technical schools, to return to their country with a knowledge of Occidental methods of life and business.

Only a few days ago a Chinese student in Columbia University wrote this letter to the "Christian Herald," which, through its China Famine Fund, is one of the many agencies working to aid the famine sufferers:

"One of the most popular proverbs in China is this: 'If you have received from any person the favor of a little drop of water, afterwards, in expressing your gratitude, you must offer your fountain to him.' I do not know how these 45,000,000 starving souls in the northern part of China will be able to offer their fountains to the generous American public; yet I am sure that they and their children and their grandchildren and their great-grandchildren will never forget what you have done for them."

Densely Populated Area

This is the feeling of confidence and dependence the Chinese have toward us.

They are in very cruel need, and they turn to us. The famine area, with 500 persons to the square mile, is populated more densely than any State in America except Rhode Island. Our average, throughout the country, is only thirty a square mile. The stricken Chinese are wandering back and forth over a barren country, in the cold of their northern winter. Ten thousand a day are dying now; that means one every eight seconds, day and night. It means a daily line of corpses with shoulders touching, nearly three miles long. We are, in the main, warm and comfortable. There is no poor person in New York City whose lot is not better than that of any of the 45,000,000 Chinese affected, for here there are many to help the few. The children of the poor will not starve in parents' arms; nor will they be sold for a few coins, as thousands of the Chinese have sold theirs.

New York has given with splendid generosity in the past years to assuage the world's misery. China is far away, but distance does not lessen need, and the need of the Chinese is immediate.

The richest city in the world cannot let these friends of ours starve. The American Committee for the China Famine Fund has its headquarters at Bible House, New York City, where contributions are being received by Mr. Vernon Munroe, Treasurer.

ONE DOLLAR WILL SAVE A LIFE
FOR A MONTH!

AGAINST NITRATE PLANT

House Refuses to appropriate
\$10,000,000 for Mussel
Shoals Project

The House of Representatives has rejected, 125 to 132, an amendment to the Sundry Civil Appropriation bill proposing to add \$10,000,000 to the measure as it came from the Appropriations Committee for work on the Wilson Dam, part of the Mussel Shoals nitrate project.

The action was taken in Committee of the whole after two days' debate on the item. The Merchants' Association opposes this appropriation.

NEW TRAFFIC RULES FOR THEATRE AREA

Police Department Puts Into Effect Regulations Designed to Prevent Blockades

EAST AND WEST ZONES CREATED

The Police Department has put into effect new traffic regulations for the Theatre District of the City, and it has asked The Merchants' Association to aid in giving them publicity through "Greater New York."

The New Regulations

The new regulations are as follows:

"1. Beginning January 5, 1921, the following Special Traffic Regulations will be put into effect in the Borough of Manhattan, between the hours of 7 and 12 p. m., daily, except Sundays, and between the hours of 1 and 6 p. m., on Saturdays.

"2. One-way regulations will be operative on the following thoroughfares, for the movement of vehicular traffic in the direction indicated:

Sixth Avenue, Fifty-ninth Street to Thirty-eighth Street, Southbound.

Broadway, Thirty-eighth Street to Columbus Circle, Northbound.

Seventh Avenue, Forty-second Street to Fifty-second Street, Northbound.

Eighth Avenue, Columbus Circle to Thirty-eighth Street, Southbound.

Thirty-ninth Street, Broadway to Seventh Avenue, Westbound.

Fortieth and Forty-second Streets, Seventh Avenue to Broadway, Eastbound.

Forty-third Street, Sixth Avenue to Eighth Avenue, Westbound.

Fiftieth Street, Sixth Avenue to Broadway, Westbound.

Thirty-eighth, Thirty-ninth, Fortieth, Forty-first and Forty-fourth Streets, Sixth Avenue to Broadway, Westbound.

Thirty-eighth, Thirty-ninth, Fortieth, Forty-first and Forty-fourth Streets, Eighth Avenue to Seventh Avenue, Eastbound.

Forty-fifth, Forty-sixth, Forty-eighth, Forty-ninth and Fifty-first Streets, Sixth Avenue to Seventh Avenue, Westbound.

Forty-fifth, Forty-sixth, Forty-eighth, Forty-ninth, Fiftieth and Fifty-first Streets, Eighth Avenue to Broadway, Eastbound.

Forty-seventh and Fifty-second Streets, Broadway to Eighth Avenue, Westbound.

Forty-seventh and Fifty-second Streets, Seventh Avenue to Sixth Avenue, Eastbound.

"3. Traffic will be permitted to move in both directions on Broadway and Central Park West from Columbus Circle to Sixty-third Street.

"4. Parking of vehicles will not be permitted on any thoroughfare included in the territory bounded by Fifty-ninth Street, Sixth Avenue, Thirty-seventh Street, Eighth Avenue, inclusive.

"5. The territory contained in the above boundaries will be known as the East Theatre Zone and the West Theatre Zone, respectively.

"(a) The East Theatre Zone is designated by a line drawn down the centre of Broadway to Fifth Avenue.

"(b) The West Theatre Zone is designated by a line drawn down the centre of Broadway to Ninth Avenue.

"6. Vehicles conveying patrons to theatres in the easterly zone will be permitted to park on the same street on which such theatre is situated, east of Sixth Avenue. Those conveying patrons to theatres in the westerly zone will be permitted to park on the same street on which such theatre is situated, west of Eighth Avenue.

"7. Sight seeing vehicles will be prohibited from standing on any thoroughfare within the above zones, except for the purpose of loading and unloading passengers, and then not to exceed a period of fifteen minutes.

"8. Sight seeing vehicles will be prohibited from cruising on any thoroughfare within the above zones.

"9. These regulations do not apply to the following vehicles: United States Mail, Police, Fire, Fire Patrol, Bureau of Buildings, Emergency Repair of Public Service Corporations, Ambulances, Military and those which run only on rails or tracks."

MEMBERS INVITED

Accountants Club Will Welcome Men Who Belong to The Merchants' Association

Members of The Merchants' Association are invited to attend the meetings of the Accountants Club on the first and third Wednesdays of each month at the Pennsylvania Hotel. The members are addressed, usually by outside speakers. The speaker at last Wednesday's meeting was Mr. C. W. Tracy of the Irving National Bank, who talked of Bank Credits.

The invitation to the members of The Merchants' Association to attend these meetings was extended by Mr. L. H. Rosoff, Secretary of the Club.

MAIL TRUCKS

Government-owned motor vehicle post office service has been established in 163 cities and 839 rural routes are using cars or trucks. The department's equipment last year was also enlarged by 5,500 trucks and 1,071 motorcycles from the War Department. The trucks are being refitted for Postal Service and 1,444 of them have already been put in to active service.

NEW CONVENTIONS HERE IN JANUARY

**Convention Bureau Announces
More Meetings to Be Held in
City During the Month**

CHANGES IN DATES ARE NOTED

The Convention Bureau of The Merchants' Association announces the following changes and additions to the list of January conventions published in the January 3 issue of "Greater New York":

Automotive Service Association of New York—January 10.

National Automobile Chamber of Commerce—January 10-11.

Intercollegiate Boxing Association of America—January 10-12.

Jobbers' Association of Knit Goods Buyers—January 17 (previously listed January 14).

Screen Advertisers' Association of the World—January 15.

National Workmen's Compensation Service Bureau—January.

National Board of Review of Motion Pictures—date now set, January 29.

Mutual Benefit Life Insurance Co., scheduled for January, cancelled.

Conventions Gained in December

During the month of December the Convention Bureau secured the following conventions for New York City:

American Association of Tourist and Ticket Agents—December, 1920.

New York State Wholesale Bakers' Association—January, 1921.

New York State Bar Association—January, 1921.

Certified Milk Producers' Association of America—January, 1921.

National Clay Machinery Association—February, 1921.

Folding Box Manufacturers' National Association—February, 1921.

Label Manufacturers' National Association—February, 1921.

National Association of Paper Box Manufacturers—May, 1921.

Volunteers of America—October, 1921.

Phi Alpha Gamma—November, 1921.

LOCOMOTIVES BUILT LAST YEAR

The number of locomotives built for use in the United States in 1920 was 1,859. The number ordered during the year was 2,001. The number built in 1919 was 2,162, but the number ordered was only 214.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE BENEFITS OF DAYLIGHT SAVING SHOULD BE PRESERVED

On behalf of the 5,621,151 inhabitants of New York City, as well as of the inhabitants of every other center of population in the Eastern Time Zone, The Merchants' Association has undertaken a campaign to preserve the undoubted benefits of Daylight Saving.

Unfortunately, an issue has arisen between the cities and the agricultural districts over Daylight Saving. The farmers complain that the plan makes their work more difficult, and it is admitted that there is some truth in their complaint, although it would seem that the hardships might easily be obviated. Whatever inconvenience may be entailed upon the rural districts, however, is counterbalanced a hundredfold by the advantages conferred upon city dwellers.

These advantages are distinctly of a public character, inasmuch as they tend to promote the health, efficiency and well-being of the people who live in cities.

In this connection it may be noted that the mortality in New York City was less last year than in any other previous year of its history. This is a fact of the highest significance. Unquestionably, the improvement was due in large measure to the extra hour of daylight which the State law provided for exercise and recreation.

Bills are pending in Congress for establishing five months of Daylight Saving in the Eastern Time Zone. The Merchants' Association, in common with the business organizations of the cities in this zone, in general, is giving support to these bills.

The Association is also endeavoring to prevent the repeal of the State law providing for seven months of Daylight Saving and to bring about its modification so as to provide for five months.

The conflict of interest involved in the Daylight Saving issue is regrettable, but it seems to The Merchants' Association that the principle of the greatest good of the greatest number should apply. The change of time between the various Time Zones makes it appropriate to ap-

ply the law to the Eastern Zone, in which the urban population is larger in proportion than any other of the Time Zones.

There is no dispute that the extra hour of daylight is beneficial to the health and morals of city people, and it makes possible considerable economies in lighting bills.

THE FAMINE IN CHINA

The relations between the people of China and the people of the United States have always been of a friendly character; in fact, the Chinese have accustomed themselves to regard America as their best friend among the nations.

A calamity has befallen the Oriental Republic. Famine and starvation have involved 45,000,000 Chinese, of whom 15,000,000 are facing actual starvation.

A description of existing conditions, and the urgent need for help from this country, will be found on another page of this number of "Greater New York."

LOWER RATES FOR CONVENTIONS

The announcement by the great railroad systems of the country that they have resumed the practice of giving reduced fares, under certain conditions, to delegates to conventions is gratifying.

The annual meetings of trade and other organizations have become an established feature of business activity. They afford an opportunity for the exchange of ideas and the comparison of methods, and they demonstrate the value of organized effort.

The Merchants' Association has persistently sought the resumption of the custom of granting lower rates. While it may not bring more conventions to New York, it will probably serve, in some measure, at least, to increase attendance.

This City leads all others as a convention center and these are sound reasons for this popularity. The Convention Bureau of this Association is constantly alert to make these reasons known.

CONSULATES ABROAD WELCOME YEAR BOOK OF 1920

Foreign Trade Bureau Sends Out Annual Report to Representatives of This Country Abroad, with Offer of Cooperation in Promoting Commerce with Other Nations

Through its Foreign Trade Bureau, The Merchants' Association has sent copies of the 1920 Year Book with individual letters to 179 American and foreign Chambers of Commerce in different parts of the world, to fifty foreign Consuls and consular representatives in New York City, to forty-three Embassies and Legations of foreign countries in Washington, and to twelve foreign trade managers in commercial organizations in the United States. Many appreciated acknowledgments are being received.

"Very Attractive"

Mr. B. C. Everingham, Executive Secretary of the Chamber of Commerce of La Crosse, Wisconsin:

"Thank you very much for the copy of The Association's Year Book for 1920, which reached us some days ago. This is very attractive, and we are very glad to have it."

Mr. H. W. Luethi, Manager of the Chamber of Commerce of Ashtabula, Ohio:

"We are glad to have in our files your 1920 Year Book. It is a record of splendid achievements, of which your organization has every reason to be proud"

Dr. A. Vander Veer, Albany, New York:

"Even to a non-business, but yet professional man, it is a volume of great merit and value. The reports contain the essence of precision, with an alphabetical classification of the members that is most impressive. Permit me to offer my congratulations upon the publication."

Mr. Whalen Interested

Hon. Grover A. Whalen, Commissioner of Plant and Structures, New York City:

"Permit me to acknowledge with thanks receipt of The Association's Year Book for 1920, and to state that I have read with interest the reports of the President, Secretary and the Managers, to which my attention was particularly called."

Mr. A. L. Putnam, Secretary of the Chippewa Falls Commercial Association of Wisconsin: "Wish to acknowledge

Consul Offers Service

AMERICAN CONSULAR SERVICE

Venice, Italy, December 11, 1920.

The Merchants' Association of New York,
New York City.

Gentlemen:

I have to acknowledge the receipt of your letter of the 15th ultimo, enclosing a copy of your Year Book under separate cover, which were both duly received, and having been noted and filed, will be referred to interested persons.

This Consulate is pleased to hear from The Merchants' Association and to receive its Year Book.

We also appreciate the cordial assurance of the Foreign Trade Bureau of The Association that it is at our disposal and expressing gratitude for past favors and courtesies received from our colleagues and co-officers of the Consular Service.

Permit this office to express its hearty desire to cooperate and assist in the good work of promoting and extending American commerce and trade in this district. We take great pleasure in always being reciprocally at your disposal and in hearing from you and your members.

Any time that this Consulate can be of service to your Association or its members do not fail to inform me.

With the season's greeting, I am, Gentlemen,

Very respectfully yours,
JAMES BARCLAY YOUNG,
Consul.

receipt of your Year Book for 1920. Same is greatly appreciated. Also have taken a great interest in your weekly publication, 'Greater New York,' and trust that you will continue the mailing of same to us. Both are very interesting and useful to us."

A "Splendid Publication"

Mr. Phil Abrahams, Secretary-Treasurer of the Skagway Commercial Club, Alaska: "The Association wishes to thank you for the Year Book of 1920 and finds it a splendid publication, both

from an educational and commercial standpoint."

Mr. O. C. Turner, Industrial Commissioner of the Chamber of Commerce of Yankton, South Dakota:

"This book is a wonderful inspiration to smaller associations, and contains many suggestions which will be helpful to us. Moreover, we regard it as a business directory, and have placed same on file among our reference works. We assure you that our members will use it frequently as a means of securing addresses of business firms in your City with whom they may wish to correspond regarding business matters."

Finds Helpful Information

Mr. Naylor B. Biggs, Secretary of the Chamber of Commerce of Tiffin, Ohio: "We are indeed very glad to receive your Year Book and weekly publication 'Greater New York.' The writer always finds time to read these publications, and has received a great deal of helpful information from them."

Mr. Frank J. Green, Manager of the Chamber of Commerce of South Bend, Indiana: "Many appreciations for the Year Book which arrived today. We consider each volume as a real contribution to the advance of the secretarial profession."

A Valuable Index

Mr. Frank J. Green, Manager of the Chamber of Commerce of South Bend, Indiana: "Your report in the past has always been a valuable index to modern commercial procedure."

The Hon. W. E. Chapman, United States Consul at Mazatlan, Mexico: "I beg that you will please be good enough to accept my sincere thanks for your Year Book which I often use as a reference when callers at the Consulate inform me that they are seeking such information as I find the book contains."

"You are assured that the book is very much appreciated not only by me but frequently by others."

MOTORS IN NEW YORK CITY

The inhabitants of New York City own only one-third of the total number of motor vehicles registered in the City of New York.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

SOME RULES FOR PACKING MERCHANDISE FOR EXPORT

Valuable Hints Are Given by an Exporter of Textiles—Paris Is Building a Skyscraper for the Display of Foreign Goods—Padua Sample Fair Opens in June

Prepared by the Foreign Trade Bureau
of The Merchants' Association

One of the members of The Merchants' Association of New York, who acts as a manufacturer, converter and exporter of certain textiles, has recently sent a circular letter to the trade with respect to the need for care in the matter of export packing. The statements therein contained are of such general interest that the letter is reproduced below:

"During the past twelve months we have received more insurance claims than at any previous time that we have been doing export business and the majority of these claims are for loss of several pieces of goods stolen from bales or cases whilst in transit, most of the losses being from cases. We believe that all finishers of textiles are interested in cooperating with the exporter with a view to eliminating as much as possible any possible losses and from our experience we have found that one fault with much of the packing turned out by the average finisher is that the nails used in fastening the boards in the panel ends of the cases are not long enough, as, if these nails were sufficiently long, they could be turned in inside of the case and would prevent in many cases the boards from being staved in, as very often it takes very little pressure to push a board out of place, and so facilitate the pilfering of one or more pieces of goods. Furthermore, cases should be packed as tight as possible as any surplus space does not permit the case to be rigid enough and very often a board is broken because the goods do not back up against the sides or ends in order to strengthen them.

Packing Cases

"Wood used should be as free from knots as possible and should never be less than three-quarter or one inch lumber.

"Export cases must always be strapped with extra strong strapping. 'Tin' strapping is absolutely of no use whatsoever beyond 'ornamenting' the case. Even if there is an additional charge to cover longer nails and heavier strapping, we believe, in the end it is most economical and we urge all finishers where possible in so far as we are concerned to use an extra strap around the center of the case,

preferably sealed, using, if possible, one of the standard sealing straps which can be purchased in the market.

"Everything which tends to prevent loss by theft and pilferage means a reduction in insurance premiums. Furthermore, goods packed strongly will always be received in better condition by the ultimate foreign consumer.

Bales Should Be Pressed

"Bales should be exceedingly well pressed, so that when taken out of the press the straps are exceptionally tight and boards or 'slats' should be used to prevent the straps getting on goods of a fine texture. Care should be taken when putting on the straps, as thousands of bales are received in New York every week with one or more straps missing.

"A suitable form of 'link' should be found to be used with straps which will not slip out, as, if care is exercised to get the strap taut, there is very little chance of even a single piece being abstracted.

"We are writing this letter to the various finishers who pack goods for us in the hope that they will submit this letter to the party in charge of their packing department in order that any improvements possible will be made to insure careful packing for export.

"Export goods have to travel so many miles and receive so much more extra handling than domestic packages that more care must be exercised."

Marché-du-Monde

Parisian Project Has Been Enlarged to Meet Demand

A letter has been received from the Director of the American Division of the Paris-Marché-du-Monde stating that the original plans of the Board of Directors have been modified, and that instead of six floors originally contemplated, the new plans call for ten stories with a tower at the eastern end comprising thirty-five floors.

The tower will be devoted to offices of tenants who do not wish to display merchandise. The sales and display rooms are grouped by industries, as originally planned, in the ten floors of the main building.

The total structure will contain about 6,000 units of various sizes according to the line of industry. The building will also contain branches of consulates of every country, leading banks, shipping companies, insurance companies, etc., for the convenience of patrons.

Announcement is made that the choice of locations is to be according to the order in which leasing agreements are signed, those signing early having the choice of positions. Definite locations cannot be fixed, however, until practically the entire space is engaged.

Padua Fair

International Sample Event Is Open to American Exhibitors

The Third International Sample Fair at Padua, Italy, will be held June 1-15, 1921. This Fair is conducted under the auspices of the Chamber of Commerce of the Community and of the Provincial Deputation of Padua.

Firms interested in exhibiting at this Fair should address the Third International Sample Fair, Mr. Charles Titta, General Secretary, Chamber of Commerce Buildings, Padua, Italy.

The Cable Service

Two Suggestions for Improvement Are Under Consideration

Two proposals have come to The Merchants' Association with respect to the improvement of cable service. One is to the effect that cable companies be requested to carry on messages a letter indicating the code in which the message is worded, thereby avoiding difficulty so often encountered by recipients who are uncertain as to the code used by the sender. The other suggestion is that The Association urge cable companies to resume the service formerly given, in connection with messages claimed to be mutilated, in the nature of complete repeats to the source of origin. Both of these matters are being referred to the appropriate Committee of The Association.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

NEW YORK CITY'S HEALTHIEST YEAR

**Fewer Deaths Recorded by the
Health Department in 1920
Than in Any Other Year**

MARRIAGES SHOWED INCREASE

The health of New York City was better last year than during any previous year of its history.

The death rate, as reported by the Health Department, was 11.93 for each one thousand of population. The rate in 1919 was 12.39.

Fewer Deaths Last Year

The number of deaths during the year was 73,149, as compared with 74,433 in 1919. This is a decrease of 1,184, despite the increase in the City's population. It represents a saving of 2,824 lives.

There were 132,856 births in the City, as against 130,377 in 1919, an increase of 2,479.

The Department reports 64,422 marriages during the year, as compared with 60,256 in 1919, an increase of 4,166.

There were 30,113 deaths in institutions, 27,836 in apartment and tenement houses, 12,487 in dwellings, 957 in hotels and boarding houses, and 1,856 in rivers, streets, and other places outside of homes.

Causes of Deaths

The report showed a very considerable decrease in mortality from influenza; 3,491 died from that cause in 1920 and 4,834 in 1919. The death rate from typhoid fever was exactly the same as that of 1919, which was the lowest on record in the history of the department, only two deaths being reported for each 100,000 of the population of the city. Cancer showed a mortality of 5,315, as against 5,147 in 1919. The so-called degenerative diseases, such as organic diseases of the heart and of the kidney, and apoplexy, showed a mortality of 16,907, as compared with 16,267.

There were 11,340 deaths of infants under one year of age, as compared with 10,639 deaths in 1919, the death rate per 1,000 children born being eighty-five in 1920, as compared with eighty-two in 1919, an increase of three points. Between one and five years of age there were 5,945 deaths reported, as com-

pared with 5,105, an increase over the 1919 figures of 844 deaths.

Mortality Statistics

There were 15,269 deaths reported at ages of sixty-five years and over, as compared with 14,418, an increase of 851 deaths. This increase in the mortality at the extremes of life was more than counterbalanced by the much decreased mortality between the ages of five and sixty-five years, 3,580 deaths having been reported, there having been a saving of 3,580 lives at this age group.

The mortality from homicide increased from 279 in 1919 to 323 in 1920, an increase of forty-four deaths, the death rate, however, from this cause remaining practically the same during the two years under comparison.

CHICAGO WRITER TELLS THE TRUTH

**Correspondent Says That New
York Acts While Chicago
Is Still Thinking**

DRAWS INSTRUCTIVE CONTRAST

An article that may prove flattering to the local pride of New Yorkers was recently reprinted in the "New York Times" from the columns of the "Chicago Tribune."

A Frank Correspondent

Its author was a staff correspondent who was sent by the "Tribune" to this City to compare Chicago and New York, and to tell which was superior and why. The correspondent found in favor of New York. In part he said:

"To a partisan Chicagoan wandering around the five Boroughs for two weeks comes the disagreeable and ugly impression that Chicago is not in New York's class. Chicago is far behind, and the space between the two is fast increasing, because Chicago's pace is slower in municipal construction.

"In comparison with New York, Chicago is a jay town. It has not taken advantage of its opportunities. Its natural endowments surpass New York's. It has a hinterland so far eclipsing New York's that a contrast need not be presented. Chicago is the big city of the Mississippi Valley, the largest fertile field of earth.

"To an outsider New York's largest natural asset seems its

suitable location on the ocean. Of course not that alone would make a city. Hampton Roads has been repeatedly asserted by experts to be the best natural harbor on the Atlantic Coast, yet Norfolk is still a mere village and Newport News is just the end of the railroad.

"The conclusion is that New York has erected a city. It has provided facilities, extended advantages and offered opportunities which no other seaport of trade and commerce, built up, dug under, bridged over and has a municipality which attracts.

"Chicago boasts that it is the most typical city of America. It brags that it best illustrates the youth, vigor, hustle, rush and other vivid vital characteristics of the country.

"But New York has built a city. While Chicago thinks, New York apparently plans. While Chicago talks, New York builds or bores.

"It has built a harbor and spent on it \$44 where Chicago has spent \$1. It has invested in subways more than ten times as much as Chicago has available for that purpose. On charities, hospitals and correction New York has invested ten times as much as Chicago. It has duplicated that performance on libraries. The same can be said for the expenditures for parks and other recreational facilities. Its water plant is worth seven times that of Chicago. Still other contrasts of like character are at hand.

"These comparisons are not based upon New York figures nor upon Chicago figures. They were obtained from the Federal Government in Washington, so that the data is as comparable as the Government agents can make it."

STOCK DIVIDENDS

Stock dividends aggregating \$777,875,932 in par value have been declared since the United States Supreme Court handed down its decision last March that stock dividends are not taxable, according to the "Journal of Commerce." This total does not include stock dividends of no par value. It does include, however, dividends by a number of concerns which have been making stock disbursements for some time and which cannot be said to have been swayed by the decision.

Why not file "Greater New York"?

COMMERCE BOARD EXPLAINS EXPRESS CONSOLIDATION

Gives in Opinion the Reasons Which Induced It to Consent to the Amalgamation of the Various Express Companies—Unification Has Decreased Expenses

Prepared by the Traffic Bureau of The Merchants' Association

Acting under the authority conferred by the provisions of Section 407 of the Transportation Act, 1920, the American Railway Express Company in March, 1920, applied to the Interstate Commerce Commission for authorization of the consolidation of the express companies.

Little Opposition Shown

At the hearing on the petition of the Express Company the railroad commission or other public utilities commissions of thirty-three of the States were represented, only four of which voiced objections to granting the application on grounds other than the matter of claims against the Adams and Southern Express Companies.

Protests against the approval and authorization of the consolidation in the form of resolutions by commercial organizations, letters and telegrams were also before the Commission. Most of these complaints related to the service rendered by the express company which they held to be inadequate and unsatisfactory and which they attributed to lack of competition. Complaint was also made as to the policy pursued by two of the predecessor companies with respect to the adjustment of claims which arose prior to the consolidation.

Many commercial organizations, firms and individuals located at points throughout the country went on record in support of the application. In its opinion, the Commission says:

"Applicant admits that its service has been and is unsatisfactory, but attributes this to abnormal conditions growing out of the war." In explanation of this condition very extended testimony in review of the conditions was submitted as a part of the record.

"Applicant urges that the service rendered by it, admittedly not satisfactory, has been and is far better than could have been performed by the predecessor companies, because the unification of their facilities under the one management effected by the consolidation permitted better distribution of those facilities and rendered practicable many economies impossible under separate

operation. It is said that formerly each of the predecessor companies had its quota of vehicles traversing the same routes both in the pick-up and delivery service, carrying on many occasions only partial loads. The consolidation enabled this equipment to be handled as a whole and distributed throughout the cities so that the vehicles were utilized more nearly to their capacity, besides avoiding duplication of service.

Saving of \$13,000,000 a Year

"It was testified that great savings had been accomplished by reason of one company's transacting the business in lieu of four as formerly, through the elimination of duplicate wagon service, duplicate offices in various cities, the establishment of a uniform accounting system and the consolidation of various departments of express business into one. It is estimated that these methods have reduced the cost of operation over \$13,000,000 annually below what it would have cost the former companies.

"Applicant states that better service also results by reason of the fact that the consolidated company routes traffic via the direct lines, thus reducing distance and time of transportation. It is said that with two or more companies in the field it was natural that those companies should endeavor to secure the long haul on traffic.

Consolidation Compelled by Conditions

"It is urged by applicant that the consolidation of these companies was not voluntarily accomplished for the purpose of securing a monopoly of the express business, but that it was compelled by the conditions and circumstances existing at the time. It is insisted that the approval by us of the organization and its continuance in business will not destroy competition; that applicant at present competes for a large part of its business with the parcel post, which operates on all lines in the United States; that in normal times it competes for package business with fast freight lines hauling less-than-carload traffic; and that it is in direct and keen competition with motor trucks which operate over considerable distances between principal cities in general. It is further said that it is doubtful if the old companies would resume business. Officials of the Wells Fargo, Adams and

Southern express companies testified that they would advise those companies against returning to the express transportation business.

"One of the objections to the unqualified approval of the consolidation which is most strongly urged upon our consideration arises from the policy of the Adams and Southern express companies in the settlement of loss-and-damage claims which accrued prior to the consolidation.

Two Companies Dodge Damage Claims

"The record indicates that not only have these two companies disregarded their moral obligation with respect to many claims, but that apparently they have endeavored by a studied plan to avoid even their strict legal liability. But little criticism is offered by protestants of the method of handling their claims against the American Express and Wells Fargo companies or against the consolidated company.

"While the methods of the Adams and Southern express companies in the settlement of claims against them merit the severest condemnation, we are not persuaded that the approval by us of the consolidation, if otherwise in the public interest, should be conditioned as urged by certain of the protestants so as to require the constituent companies to provide for the handling of claims and the service of legal process in the jurisdictions where they formerly operated and to revive claims which may have been barred by the two-year-and-one-day limitation with respect to filing suit. We are not authorized under the Interstate Commerce Act to approve the maintenance of the existing consolidation and in connection therewith to prescribe terms as to the manner in which these claims shall be handled as a condition of the continuance of the consolidation. Nor are we authorized to require the resumption of operation by the constituent companies. We are merely empowered to approve and authorize the existing consolidation.

"We have repeatedly held that we have no jurisdiction over claims for loss and damage.

No Actual Competition Today

"As previously observed, the consolidation having been accomplished, there

GAIN IN CONSOLIDATION OF EXPRESS COMPANIES

is today no actual competition between express companies. Even prior to Federal control and the existing consolidation, there was practically no competition so far as express transportation rates and charges were concerned, express rates being made on the block system prescribed by us and applying alike to all express companies. While to some extent there was competition with respect to the service rendered, the economies and elimination of wasteful services resulting from the consolidation would appear to be more than sufficient to offset any advantages to the public growing out of the separate operation of the four express companies, even if, on a denial of this application, they should resume operations as such, as to which there appears to be some doubt. As to the rates and practices of the consolidated company, we may regulate and control them to the same extent as if there were separate operation.

"Upon consideration of all the facts and circumstances of record we are of opinion and find that the public interest will be promoted by the consolidation. An order will be entered approving and authorizing the consolidation."

FOR NEW YORK

New Magazine, the "Metropolis," Deals with Matters Affecting the City

A new publication, "The Metropolis," devoted especially to the City of New York, has made its appearance. It will be published monthly.

The first number contains an article written by Mr. William Fellowes Morgan, President of The Merchants' Association, telling how The Association successfully appealed to the civic pride of New Yorkers, which had been supposed not to exist.

It is the announced purpose of the officials of the magazine to deal with matters affecting New York City in a way that will interest not only the people of the City but readers in general.

WHERE LAND COSTS MOST

Wall Street at Nassau Street, and Fifth Avenue at Forty-second Street are rivals for the title of the highest-priced property in the world.

WOULD NOT SHUT OUT IMMIGRANTS

This Association Opposes Johnson Bill Which Would Close the Doors for a Year

GIVES SENATOR COLT REASONS

In accordance with the recommendations of its Committee on Immigration and Naturalization, The Merchants' Association has addressed a letter to the Senators from New York State and to Senator Colt, Chairman of the Senate Immigration Committee, in opposition to the Johnson immigration bill which has been passed by the House of Representatives. This bill would suspend immigration for one year.

Against Exclusion

The letter of protest reads as follows:

"The Merchants' Association of New York earnestly urges that you do not support the Johnson bill, designed to exclude immigrants for one year, which has recently passed the House of Representatives.

"This Association's Committee on Immigration and Naturalization has just completed a comprehensive study of the whole question of regulation and restriction of aliens and has come to the following conclusions:

"The primary purpose of any plan to regulate immigration should be to protect and promote the best interests of this country. Due consideration must therefore be given to social, political and economic conditions in the United States as well as to the character and assimilability of the peoples seeking admission to this country.

"In order to safeguard our social and political welfare, adequate laws have already been enacted to prohibit the immigration of such generally recognized undesirables as criminals, the physically and mentally unfit and those advocating the destruction of government. These laws were substantially strengthened last spring by the passage of additional legislation applying particularly to radicals."

"In the light of these facts, The Merchants' Association of New York recommends that emphasis at this time be placed not on the addition of further restrictive measures but rather on the efficient administration of those already on the statute book."

Senator Colt's Response

In acknowledging the receipt of this communication, Senator Colt said:

"I thank you for your kind letter of the 17th instant, conveying the conclusions of The Merchants' Association of New York upon the subject of immigration restriction. I am very glad to have this expression from your Association, and I beg to assure you that your letter will be brought to the attention of the Senate Immigration Committee for full consideration in connection with the framing of proper legislation. The Johnson bill recently passed by the House and several other pending measures proposed to restrict immigration will be taken up by the Senate Committee in the near future."

LAST YEAR'S DEATH RATE

New York Herald

The Health Department has announced that the 1920 death rate for the city of New York was 11.93 to the thousand, as compared with 12.39 for 1919.

The number of deaths in 1920 was 73,249, against 74,433 in 1919, an absolute decrease of 1,184. From this decrease the department figures a saving of 2,824 lives in the year, on the basis of increased population.

In 1919 we had a serious epidemic of influenza, which was much worse in its effects than the milder visitation of last year. With regard to the health prospect for this year, as affected by the possibility of a recurrence of influenza, it should be borne in mind that susceptible persons have been exposed to this disease now for a comparatively long time, and immunization of the population may be assumed to be fairly general.

Last year 130,377 babies were born in New York, 2,479 more than in 1919. There were 64,422 marriages in 1920, against 60,256 in 1919.

All these figures are highly encouraging. They show substantial increases in the number of marriages and the number of babies born, and a decrease in the number of deaths. All New York will be glad to read them.

For the birth, marriage and death rates figured on the Department of Health estimate of population, which credited to the city 500,000 more inhabitants than it has, we have no respect, however. There should be a rearrangement of statistics in the department to bring its working tabulations into decent harmony with the facts.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

MR. DIAMOND WINS FLY COMPETITION

**Encounters Difficulty in Locating
a Fly to Swat New Year's
Morning in New York**

CHAIRMAN HATCH FINDS GAIN

The prize scarf pin which is awarded annually by Mr. Edward Hatch, Jr., Chairman of The Merchants' Association's Committee on Pollution and Sewerage, for the first fly killed in the new year in New York City, has been won by Mr. George R. Diamond, of Philadelphia, after an exciting competition.

"Fly Teams" Organized

Mr. Diamond was the winner of the prize last year and his determination to win it a second time brought about the organization of several other teams to compete with him. He was aided by his brother, Mr. Samuel E. Diamond, Mr. Samuel Weintraub and Mr. Murray Eichner.

The party started out shortly before midnight with the idea of locating a fly and swatting him on the stroke of the midnight hour. They anticipated little difficulty in finding a victim. They first visited the hotels in the central district north and south of Forty-second Street, beginning with the Ritz-Carlton. They failed to find a fly in the dining room there, and attempted to make their way into the kitchen but were prevented from doing so by employees who took them at first for hold-up men in search of loot.

Hotels Found Flyless

Leaving the Ritz after explanations, they visited in succession the Biltmore, Belmont and Commodore without success. They then shuttled over to Broadway and investigated the Astor hotel and several restaurants in that neighborhood without success.

Greatly puzzled at their failure, they made inquiry and discovered that instructions had been issued by the proprietors of a chain of restaurants, and presumably also by other proprietors, notifying employees that if a fly should be caught in one of the establishments of the chain, it would be sufficient cause for dismissal.

Found Prey in Twenty-third Street

The party finally went to Twenty-third Street where they captured a half-starved fly in a lunch room. The aff-

davit which accompanied the notice to Mr. Hatch of this capture gave the time as 12:57 a.m. The notice, which came by special delivery, enclosed the corpse of the fly which was a notably attenuated specimen. The prize consists of an exact fac-simile of a house fly mounted in gold as a pin.

Chairman Hatch Pleased

"I am greatly pleased that Mr. Diamond found so much difficulty in winning the prize this year," said Mr. Hatch. "It shows the great progress that we are making in the elimination of the fly in this City. The capture of this insect, small as it is, means that we shall have several billions fewer flies next summer in this locality. The messages which I have recently received from health officers all over the country prove that the campaign against the deadly house fly is making good progress. We must keep it up next summer, and as a preliminary we must kill every winter fly that we can reach. Everybody is now beginning to understand that the presence of the fly in the house is an infallible sign of lax housekeeping."

Protecting Watershed

Department of Water Supply Is Alert Against Contamination

Inquiry was recently made by Mr. Edward Hatch, Jr., Chairman of The Merchants' Association's Committee on Pollution and Sewerage, of Mr. Merritt H. Smith, Chief Engineer of the City's Department of Water Supply, Gas and Electricity, as to the enforcement of the City's rule requiring toilets on trains passing through the Croton Water-Shed to be kept locked. This regulation was established by the City at the instance of the Committee of which Mr. J. P. Morgan was at that time a member, and at Mr. Morgan's suggestion.

The reply to the inquiry, by Mr. William W. Brush, Deputy Chief Engineer, shows that constant vigilance is being maintained over the water-shed. Mr. Brush says that the water-shed engineer reports that the last infraction of the rule was in July of last year. He added:

"I am installing a system of quarterly inspection to see that the rule is lived up to."

AUSTRIA'S PAPER MONEY

The Austro-Hungarian Bank reports that 60,333,000,000 paper kronen are in circulation in Austria-Hungary.

PUBLIC CAUTIONED ABOUT DONATIONS

**Charity Organization Society Bu-
reau of Advice Reports Rapid
Increase in Inquiries**

SERVICE VALUED BY MEMBERS

**Prepared for The Merchants' Associa-
tion by the Bureau of Advice and
Information of the Charity
Organization Society**

The day's work of the Bureau of Advice and Information of the Charity Organization Society furnishes interesting evidence of increased thoughtfulness on the part of the public in the matter of appeals for funds. Not even when it was reporting on war relief organization has the Bureau had so many calls for the service it offers to members of The Merchants' Association. During December it has sent out every day more than twice the number of written reports sent out the same day last year. By December 15 it had exceeded the work done during the entire month in 1919.

Requests Are Frequent

Frequent requests are made for special service of one kind or another. One client sent in a list of 118 organizations to which he felt inclined to contribute. He was particularly desirous for information regarding their methods of business management. Another asked for a report on the general matter of the distribution of Christmas cheer in hospitals; whether it was so organized as to ensure an even distribution, or if there is a superabundance in some institutions and a scarcity in others.

A Valuable Service

A client of the Bureau, after receiving as a result of his first inquiry one of its current reports, wrote: "This valuable and intelligent service . . . leads us to ask for your advice in the matter of treating with solicitors for a great number of alleged charity organization to which we contribute various amounts, but of the usefulness of which we are not at all sure. May we submit to you a list of these organizations and receive your opinion as to whether they are worthy of our continued support?"

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

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JAN 21 1921
"NEW YORK"
JAN 21 1921

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JANUARY 17, 1921

No. 3

Will Discuss Our Business and Foreign Credits

Members Council Meeting Next Wednesday Will Hear Mr. Hoover, Mr. McHugh and Mr. Bedford on Measures Which Might Aid in Reviving American Trade Abroad and Thus Help to Stimulate Commerce and Industry in this Country

The Hon. Herbert Hoover will be the principal speaker at a luncheon meeting which will be held by the Members' Council of The Merchants' Association at the Hotel Astor next Wednesday, January 19.

Revival of Foreign Trade

The subject of discussion will be "American Business and Foreign Credits." This topic involves the whole subject of the foreign trade of the United States. Practically every other country in the world owes us money. The American dollar is quoted at a premium in the currency of these debtor countries. For this reason, the extension of credits is vital to a resumption of foreign commerce.

Mr. McHugh and Mr. Bedford

This situation has given rise to the formation by the banks of the Foreign Trade Financing Corporation, with a capital of \$100,000,000.

Mr. John McHugh, Vice-president of the Mechanics and Metals National Bank of this City, and Chairman of the Organization Committee of the Foreign Trade Financing Corporation, will be the second speaker at the meeting next Wednesday.

Mr. A. C. Bedford, Chairman of the Board of Directors of the Standard Oil Company of New Jersey, and Vice-President of the International Chamber of Commerce, will be the third speaker.

Members' Council LUNCHEON MEETING

SUBJECT:

American Business and Foreign Credits

SPEAKERS:

THE HON. HERBERT HOOVER MR. JOHN McHUGH

Vice-President Mechanics and Metals Bank, and Chairman of the Organization Committee of the Foreign Trade Financing Corporation

MR. A. C. BEDFORD

Chairman of the Board of the Standard Oil Company of New Jersey and Vice-President of the International Chamber of Commerce

**DATE—JANUARY 19
PLACE—HOTEL ASTOR
DOORS OPEN—12.00
LUNCHEON—12.30
SPEAKING—1.00
ADJOURNMENT—2.00
\$2—PAY AS YOU ENTER**

Mr. Hoover is known throughout the world as a matchless organizer, a man of boundless energy, and a typically successful American. He is now engaged in raising funds to feed the starving

children of Europe, but his experience and training eminently fit him to discuss foreign trade problems.

Mr. McHugh is a native Canadian. He came to this country when he was still a young man, and became President of the First National Bank of Sioux City, Iowa. He is recorded as a banking authority, and in addition to his office in the Foreign Trade Financing Corporation he is President of the Discount Corporation of New York, Vice-President of the Mechanics and Metals National Bank and of the Mechanics Securities Corporation, and a Director of the New York Produce Exchange Bank and of the Mercantile Trust Company.

Mr. Bedford is well known to his fellow members of The Merchants' Association.

Mr. William C. Breed, Chairman of the Members' Council, will preside over the meeting.

Large Attendance Indicated

The subject of discussion is of the highest importance. That this is understood by the members of the Council is shown by the eagerness with which reservations are being made for the Luncheon. The notices were sent out early last week, and the immediate and general response indicates a large attendance.

The arrangements for the meeting will be the same as usual and attention is called especially to the conditions stated in its announcement.

Strong Sentiment Shown for Daylight Saving

The Merchants' Association Asks Governor Miller to Keep an Open Mind on the Question Until He Has Heard the Reasons for Retaining Extra Daylight Hour—Commercial Organizations in New York and Other Eastern States Demand Summer Daylight

A strong letter has been sent by The Merchants' Association to Governor Nathan L. Miller, asking him to give the most careful consideration to the advocates of Daylight Saving and to keep an open mind regarding it until he has thoroughly considered the case.

It is pointed out to Governor Miller that 86 per cent of the population of the State is in favor of Daylight Saving and that, of the opponents who reside in the agricultural districts, only the dairymen have been put to actual inconvenience through the adoption of the plan.

Commercial organizations throughout the State have responded to the appeal made to them by The Merchants' Association by adopting resolutions in opposition to the repeal of the State Daylight Saving Law.

The business interests of the Eastern Time Zone, as represented in their commercial organizations, are generally declaring in favor of the five months' Daylight Saving Plan for this Zone and are asking their representatives in Congress to embody the plan in legislation.

To Governor Miller

President Morgan Asks Him to Keep an Open Mind

President William Fellowes Morgan, on behalf of The Merchants' Association, has written to Governor Miller bespeaking his thorough consideration of the arguments in favor of Daylight Saving before making up his mind with regard to the repeal of the State Daylight Saving Law.

President Morgan's Letter

President Morgan's letter to Governor Miller reads as follows:

"The Merchants' Association of New York desires to record with you its very emphatic indorsement of the proposal to amend the State daylight saving law to provide for daylight saving time in this State on a five months' basis, from the last Sunday in April until the last Sunday in September, and its equally emphatic disapproval of any attempt to repeal the present law.

"We most respectfully submit that a

The Edge Bill

The Edge bill, which is supported by the business interests of the Eastern Time Zone, reads as follows:

S. 3670

IN THE SENATE OF THE UNITED STATES

January 7, 1920

Mr. Edge introduced the following bill; which was read twice and referred to the Committee on Interstate Commerce.

A BILL

To save daylight in the first zone so as to encourage the establishment of home gardening, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that within the first zone as established by the Act entitled "An Act to save daylight and to provide standard time for the United States," approved March 19, 1918, as amended by the Act of August 20, 1919, the standard time shall be advanced one hour at two o'clock antemeridian of the last Sunday in April of each year and at two o'clock antemeridian of the last Sunday in September of each year the standard time of said zone shall be retarded to the extent of one hour, namely, to the mean astronomical time of the degree of longitude governing said zone, so that between the last Sunday in April at two o'clock antemeridian and the last Sunday in September at two o'clock antemeridian in each year the standard time in said zone shall be one hour in advance of the mean astronomical time of the degree of longitude governing said zone.

statute which has proved beneficial to the health and general well-being of 86 per cent of the population of this State, and that has received universal indorsement by the manufacturing mercantile, financial and professional interests, the principal commercial, trade and civic organizations, the American Medical Association, the National Tubercu-

losis Association, the State Federation of Labor, and the New York State Mayors' Conference, should not be repealed merely because it is opposed by a single interest representing a small fraction of the population, even though that interest be strongly organized and a potential factor in legislative matters.

Majority for Daylight Saving

"The 1920 census statistics show the total population of New York State to be 10,384,144. Eighty-six per cent of that population is in the cities and towns and but 14 per cent is on farms. More than five and one-half million persons reside in New York City, and in the cities of Buffalo, Rochester, Syracuse, Albany, Yonkers, and Troy are found another million and a quarter persons. These seven cities alone contain nearly 69 per cent of the State's entire population, the remainder of the urban population being divided among one hundred and ninety-three cities and towns.

"Of the total persons engaged in gainful occupations in the State, less than four hundred thousand are engaged in purely agricultural pursuits, while approximately four million live in the cities and derive their livelihood from industrial, commercial, financial, and professional employments.

Workers Unorganized

"Because of a lack of coordinated organization heretofore, the demand of this latter great body of workers that daylight saving time be retained has not received the same solicitous consideration as has been given to the closely organized agricultural interests, which alone seek the repeal of this most beneficent law.

"The arguments and claims advanced by those who would have this law repealed are familiar to you. When you critically analyze those arguments and claims we doubt that you will conclude they are sufficiently compelling and conclusive to warrant the repeal of a law that has conferred such definite, permanent, and far-reaching benefits and advantages upon so great a majority of the people, and without any cost whatever to the State.

Expert Minimizes Opposition

"In the judgment of The Merchants'

APPEAL MADE TO GOVERNOR ON DAYLIGHT SAVING

Association, and this judgment is concurred in by all those who have examined the case wholly upon its merits, the advantages and benefits so gained during the three years in which Daylight Saving was in effect in this State far outweighed and offset the very slight disadvantage or inconvenience, resulting to the comparatively small number of persons engaged in agricultural pursuits. In fact, no less an authority on agricultural matters than Mr. Herbert Quick, formerly a member of the Federal Farm Loan Board, a practical farmer, and for many years Editor of "Farm and Fireside" (Springfield, Ohio), after refuting the most compelling of the objections against daylight saving raised by the farmers of Massachusetts, stated:

"I see no merit in the farmers' contentions, except as to the dairymen's. I sympathize with them; but I do not believe that we should give up a system which benefits the whole country on account of inconveniences to the ordinary farmer which he may easily avoid, or even because of the real hardships to such people as the milkmen."

Sentiment Is Overwhelming

"We believe that the sentiment in this State is overwhelmingly in favor of retaining daylight saving time. It is also our opinion, based upon statements made by other commercial, trade, civic, labor, and social welfare organizations, by medical associations, large employers of labor, and numerous individuals, that the extra hour of daylight made available to the workers under daylight saving time during the past three years resulted in materially increased efficiency among workers in industrial plants, improved the health and promoted the general welfare of millions of indoor employees, permitted the cultivation of home gardens, saved vast quantities of fuel through reduced consumption of gas and electric light, and in other ways was a distinct economic advantage. Those benefits, it is believed, should be preserved and made permanent for the great working population of this State, representing, as it does, practically 90 per cent of all persons employed in gainful occupations. This can be accomplished through the amendment of the present law, to provide daylight saving time on a five months' basis. That is what 90 per cent of the workers ask, and that request has the earnest indorsement of every organization and association in-

terested in promoting the efficiency, health and general welfare of the millions who toil within factory and workshop walls, in stores, and in offices, to whom the added hour of daylight during the summer months has been a boon.

"Regardless of the very strong pressure that may be brought to bear upon you by the agricultural interests for the repeal of the State daylight saving law, we urgently request that you keep an open mind on this proposition until you have thoroughly considered the case of those who are the most vitally concerned—the great body of workers in the cities."

Want More Daylight

New York Organizations Are Emphatic for Additional Hour

In response to the appeal sent out by The Merchants' Association to other commercial organizations in the Eastern Time Zone urging them to support legislation in Congress providing for daylight saving from May 1 to September 30, and opposing the repeal of the State Daylight Saving Law, many favorable replies have been received.

Extracts from replies received from New York State organizations are given below.

Peekskill Wants It

Mr. W. J. Walker, Executive Secretary of the Peekskill Board of Commerce, Incorporated, Peekskill, New York:

"Following a referendum in which we asked all organizations and associations in Peekskill to vote, the Board of Commerce in Peekskill has voted in favor of the Daylight Saving bill, asking for daylight saving in the Eastern Time Zone for the five months."

Mr. John G. Duffy, Secretary of the Chamber of Commerce, Utica, New York:

"In response to yours of January 4, relative to Daylight Saving in New York State, we have this day urged all of our large employers of labor to appeal to our Senator and Assemblyman urging their opposition to the repeal of the present State Law."

Yonkers Is for It

Mr. George W. Dobbs, Assistant Secretary of the Chamber of Commerce of Yonkers, New York, enclosed a reso-

lution adopted by the Yonkers Chamber of Commerce as follows:

"That the Yonkers Chamber of Commerce is in favor of the plan for daylight saving for five months in the year from the last Sunday in April to the last Sunday in September, in accordance with the bill introduced by Senator Walter E. Edge of New Jersey, S. 3670, and an identical bill introduced by Congressman E. R. Ackerman, H.R. 11390.

"Resolved, That our Senators and members of Congress be advised of this action and urged to vote for and support the proposed legislation as above noted."

Mr. W. J. Willsey, Secretary of the Chamber of Commerce of Elton, New York:

"We beg to advise you that the matter of daylight saving for the eastern district was taken up by our Board of Directors, after consultation with the industries of this city and I beg to advise you that our organization has gone on record as favoring these bills and that letters are going forward today to our representatives in Congress urging the passage of this law."

Amsterdam Is Interested

Mr. William H. Hart, Secretary of the Board of Trade of Amsterdam, New York:

"Replying to your communication of recent date, would state our organization has gone on record as being in favor of the National Daylight Saving Law, pending in Congress. We have written our Representative and Senators regarding the matter. We have also had similar resolutions adopted by the Central Labor Bureau of Amsterdam, which represents organized labor of this city numbering about 12,000 persons.

"Anything further you may ask of us, we would be glad to cooperate, as the people of Amsterdam are interested in the Daylight Saving measure."

Mr. M. J. Duryea, Managing Secretary of the Chamber of Commerce of Elmira, New York:

"This is to inform you that the Board of Directors of the Elmira Chamber of Commerce acted favorably upon your suggestion that we go on record as endorsing the effort to secure the passage of a Federal law to restore Daylight Saving within the first or Eastern Time Zone during the five months from the

COMMERCIAL ORGANIZATIONS FOR DAYLIGHT SAVING

last Sunday in April to the last Sunday in September of each year."

Oswego Unchanged

Mr. John M. Gill, Secretary of the Chamber of Commerce of Oswego, New York:

"The Oswego Chamber of Commerce went on record last year in favor of daylight saving. The organization has not changed in any sense in its determination as to the benefits that accrue from daylight saving during the summer months, and we shall be very glad, therefore, to indorse the movement of The Merchants' Association of New York and aid in every possible way. We may state, however, that our representative from this district, which is largely rural, having but four cities in the four counties, will in all probability be opposed to a daylight saving measure, inasmuch as the majority of his constituents would oppose it.

"We have this day written our Congressman and the two Senators of this State, stating our approval of the measure under discussion."

Plattsburgh Is Unanimous

Mr. F. M. Moore, Acting Secretary of the Chamber of Commerce of Plattsburgh, New York:

"At the December meeting of the Board of Directors of this organization, held this week, the plan of Daylight Saving for the Eastern Time Zone during the five months from the last Sunday in April to the last Sunday in September of each year was unanimously approved, and such vote of approval duly recorded."

City Organizations

Local Commercial and Trade Bodies Heartily for Daylight Saving

Other commercial and trade organizations in the City of New York are working with The Merchants' Association to retain the benefits of Daylight Saving.

Letters have been received, from which extracts are made as given below.

Fifth Avenue Association

Mr. Stephen F. Hart, Executive Secretary of The Fifth Avenue Association:

"At the meeting of our Board of Directors held December 9th, your circular letter of November 30th on the mat-

ter of Daylight Saving for the Eastern Time Zone was taken up. At this meeting it was voted to comply with your request for cooperation on the part of The Fifth Avenue Association and also to recommend to the individual members of the Association that each member communicate in emphatic terms with the Senators from this State and his own Representative in Congress."

Queens Chamber of Commerce

Mr. Walter I. Willis, Secretary of the Chamber of Commerce of the Borough of Queens:

"As this Association has previously gone on record in favor of daylight saving, I do not believe that there will be any objection to my complying with your request and will therefore urge our representatives in the Senate and House of Representatives to vote favorably and to work for the passage of the bills mentioned."

Crockery Board of Trade

Mr. L. S. Owen, Secretary of The Crockery Board of Trade of New York:

"Your circular of November 30th in regard to Daylight Saving for the Eastern Time Zone was received.

"We are communicating with Senators and Representatives in Congress and are suggesting to our members that they communicate direct with their Senators and Representatives in Congress."

Italian Chamber of Commerce

Mr. L. J. Scaramelli, President of the Italian Chamber of Commerce in New York:

"We have read with interest your circular dated yesterday, concerning 'Daylight Saving for the Eastern Time Zone,' which we fully endorse.

"We are particularly pleased to see that Senator Walter E. Edge's bill removes the objectionable feature contained in similar previous measures, when the daylight saving schedule was going into effect too early and was being ended too late, therefore causing a good deal of inconvenience to and opposition by a number of people who will now, instead, accept Senator Walter E. Edge's bill with real pleasure.

"We are writing to our Senators and Representatives in said Congress, in accordance with your wishes."

Stationers and Publishers

Mr. Gordon Cameron, Secretary of

The Stationers and Publishers Board of Trade:

"At a meeting of the trustees of this Board held December 8, 1920, a resolution was offered and passed favoring the Daylight Saving Bill, as outlined in your circular of November 30th.

"We are forwarding this information to United States Senators Edge and Calder and likewise to Representative Esch.

New York Cotton Exchange

Mr. Thomas Hale, Jr., Secretary of the New York Cotton Exchange:

"Referring to your circular of November 30th, I beg to advise you that our Board of Managers has unanimously adopted the following resolution:

"Resolved, That the Board of Managers of the New York Cotton Exchange approves of the passage of Federal legislation looking to the restoration of Daylight Saving within the first, or Eastern Time Zone during the five months from the last Sunday in April to the last Sunday in September of each year."

"We have communicated this action to the Chairman of the Senate Committee on Interstate Commerce and the House Committee on Interstate and Foreign Commerce, as well as Senators and Representatives from New York State."

Mr. William J. Pedrick, Jr., General Manager, The Fifth Avenue Association:

"As we have heretofore notified you, we have endorsed your movement in this direction. We have sent a copy of the resolutions to the various Senators and Congressmen and have also asked each and every one of our members to do likewise, furnishing them with the names of the Senators and Congressmen in each of the districts in the City of New York."

Dress and Waist Manufacturers

Mr. George S. Lewy, General Manager of the Dress and Waist Manufacturers' Association:

"Immediately after receipt of your circular letter of November 30th, letters written to the Hon. A. B. Cummins and John J. Esch, asking them to record the membership of this Association as in favor of Daylight Saving."

Mr. J. H. Tregoe, Secretary-Treasurer of the National Association of Credit Men of New York:

"Responding to your circular letter and enclosure of January 4th, please re-

DAYLIGHT SAVING DEMANDED IN EASTERN TIME ZONE

cord the fact that this office is heart and soul for the Daylight Saving scheme in New York State."

Outside Organizations

Sentiment in Eastern Time Zone Appears Unanimous

From commercial organizations outside New York State, replies have been received as follows:

Mr. Warren C. King, President of the Manufacturers' Council of the State of New Jersey:

"Up to December 11 the ballots on Daylight Saving as counted were as follows:

In favor last Sunday in March to last Sunday in October	67,412
In favor May 1st to October 1st	18,853

Total in favor of Daylight Saving	86,265
Opposed	15,278
Not voting	6,143

Total votes canvassed.... 107,686

Trenton for the Edge Bill

Mr. Harry D. Conover, Secretary of the Chamber of Commerce of Trenton, New Jersey:

"Your recent circular letter on the Daylight Saving for the Eastern Time Zone came before our Board of Directors' meeting just held, and the Board unanimously reiterated its stand in favor of Daylight Saving by endorsing the bill of Senator Edge of New Jersey on this question. We are today writing our Senators and Congressman, urging them to support the Edge measure.

"As shown by a referendum taken from our members, and from the general public through ballots printed in our newspapers, this community is overwhelmingly in favor of daylight saving."

Mr. C. S. Atkinson, Secretary of The Board of Trade of New Brunswick, New Jersey:

"At a meeting of the Board of Trustees held last night, a resolution was adopted endorsing the Daylight Saving Bill, Senate No. 3670, introduced by United States Senator Walter E. Edge."

Daylight Popular in Maine

Mr. E. H. McDonald, Executive Secretary of The Chamber of Commerce of Portland, Maine:

The Mayors Act

The 1921 Municipal Legislative Program presented to the Governor and State Legislature by the New York State Conference of Mayors includes an emphatic recommendation for the retention of the State daylight saving law, amended so as to be operative between May 1 and September 30.

In support of that recommendation the Officers and Advisory Committee of the Conference submitted the following statement:

"The Conference recently asked the Mayor of each city in the State to ascertain as accurately as possible the consensus of opinion in his community about the so-called Daylight Saving Law for the purpose of assisting us to determine whether or not there has been any change in sentiment during the past year. The replies show conclusively that public opinion in the cities has not materially changed and that there is still a very strong sentiment among urban residents in opposition to the repeal of the law. Opposition to a repeal of the law is expressed in 74 per cent of the replies received. The remainder either favor a repeal or are non-committal. The majority of the replies favoring a repeal come from cities which are railroad centers. There is, however, a pronounced sentiment in favor of amending the present law so as to make it operative only between May 1 and September 30. Those who recommend this amendment express the belief that with the change the law will be more acceptable to those who oppose it. It has also been called to our attention that the return of a normal labor supply will remove the principal arguments now advanced against the law."

"Am pleased to advise you that at a meeting of the Board of Managers of the Portland Chamber of Commerce yesterday the attitude taken by The Merchants' Association of New York was unanimously endorsed.

"Letters have been written to our Senators and Congressmen, urging them

to use their every effort and influence to bring about the passage of the Daylight Saving bills in Congress and the Senate."

Sentiment in Massachusetts

Mr. R. E. Thomas, Secretary of the Chamber of Commerce of Peabody, Massachusetts:

"In reply to your circular letter of November 30 regarding Daylight Saving for Eastern Time Zone, beg to advise that our Executive Committee recently went on record as favorable to this plan, and we are today writing Hon. Albert B. Cummings, Chairman of the Committee on Interstate Commerce."

Mr. Edward G. Stacy, General Secretary of the State Chamber of Commerce of Massachusetts:

"Please be assured that we shall be only too glad to do everything possible to advance this matter throughout Massachusetts. I am making an active inquiry through our constituent organizations in regard to the present sentiment of the Daylight Saving Law which was a State Law and find that there is a very strong belief that the Law should be maintained."

Questionnaire in Taunton

Mr. L. James Parker, Executive Secretary of the Chamber of Commerce of Taunton, Massachusetts, enclosed the results of a questionnaire made in Taunton upon Daylight Saving for seven months, five months, or the repeal of the existing Massachusetts law providing for seven months, as follows:

	Seven mos.	Five mos.	Repeal	Total
Banks and Insurance.....	4	2	..	6
Contractors and Plumbers ..	5	3	1	9
Laundry	1	..	1	2
Manufacturers	39	9	7	55
Merchants	35	3	6	44
Miscellaneous	1	1	..	2
Professional	37	3	6	46
Teaming and Garages....	7	..	..	7
	129	21	21	171

Philadelphia Acts

Mr. William R. Tucker, Secretary of the Philadelphia Board of Trade:

"At the meeting of the Philadelphia Board of Trade held yesterday, your communication of the 30th ultimo, in reference to Daylight Saving, was read and your action approved.

"Representations will be made to Congress in favor of the proposed legislation."

Mr. D. A. Jones, Secretary of the Oakland Board of Trade, Pittsburgh, Pennsylvania:

"The opportunity is taken to advise

SENTIMENT STRONGLY IN FAVOR OF DAYLIGHT SAVING

you that the Oakland Board of Trade at its meeting of December 14, 1920, approved of the proposition of the establishment of Daylight Saving in the Eastern Time Zone and endorsed S. Bill No. 3670 and H. R. Bill No. 11,390.

"Under even date I am advising the Senator and Congressman from this end of the State and have requested their support and influence in behalf of the aforesaid bills."

Delaware Asks for a Law

Mr. William T. Budd, Secretary of the Chamber of Commerce of Wilmington, Delaware:

"We beg to advise you that this organization has gone on record with our Congressional delegation favoring the passage of a Federal law to restore daylight saving within the first or Eastern Time Zone during the five months from the last Sunday in April to the last Sunday in September of each year and have urged our representatives to support some measure tending toward this end."

Mr. T. P. Giles, Secretary of The Chamber of Commerce of Richmond, Virginia:

"Your communication was presented to our Board of Directors on December 7th and the writer was instructed to notify your organization that we were on record as favoring Daylight Saving and by this mail we are writing to our Senators and Congressman asking them, if possible, to forward our ideas on this subject."

Memphis Goes on Record

Mr. W. H. Huxley, Secretary of the Chamber of Commerce of Memphis, Tennessee:

"At the meeting of our Board of Directors held on December 3rd your communication of November 30th was presented and the Board went on record as favoring the plan for daylight saving in the Eastern Time Zone and in the Central Time Zone, during the five months from the last Sunday in April to the last Sunday in September.

"We are communicating this information to our Senators and Congressmen."

Ten to One for Daylight

The Board of Directors of the McKeesport Chamber of Commerce, McKeesport, Pennsylvania, have gone on record as favoring the Federal legislation providing Daylight Saving in the Eastern Time Zone from the last Sunday in

April to the last Sunday in September of each year.

This action is thoroughly supported by a referendum vote taken by the entire membership, last summer, in which the membership voted ten to one in favor of Daylight Saving for McKeesport.

The confusion caused by the lack of uniformity on the part of cities in the Eastern Time Zone in establishing their time schedules last year appeared to the Board of Directors to be in itself sufficient cause for the legislative action which the Board proposes.

Four to One for Daylight

Mr. John J. O'Rourke, Secretary, Chamber of Commerce of Norwich, Connecticut:

"The Norwich Chamber of Commerce conducted a referendum on Daylight Saving, ballots of which closed December 16 with the following results: In favor of daylight saving 258; opposed 68; blanks 1. The number of ballots sent out was 565 and 822 votes were cast, which will give you a definite indication of the sentiment of our members."

Believes in Edge Bill

Mr. R. F. Mallia, Manager of the Chamber of Commerce of Hoboken, New Jersey:

"Our organization has been on record for two years as favoring Daylight Saving. Last year, Hoboken was the first city in New Jersey to adopt it by ordinance. We believe strongly in the plan provided for in Senator Edge's bill, and, knowing that Daylight Saving is a beneficial system, we will use our every effort in your campaign to secure its passage."

Mr. John J. Fitzgerald, Secretary of the Chamber of Commerce of Paterson, New Jersey:

"We have today communicated with Senator Frelinghuysen with reference to the Daylight Saving Bill, and will keep in touch with our State representatives on this question."

Mr. Arthur R. Altick, Secretary of the Chamber of Commerce of Springfield, Ohio:

"We wish to advise that our Board of Directors, at their meeting yesterday, unanimously went on record as favoring a National Law providing Daylight Saving for the whole country."

Massachusetts Will Help

Mr. Clifton D. Jackson, General Secretary of the Chamber of Commerce of Springfield, Massachusetts:

"As soon as this Chamber of Commerce completes its poll of the membership on Daylight Saving we will be glad to follow out the suggestions contained in your letter."

Mr. C. S. Ademson, Secretary of the Board of Trade of New Brunswick, New Jersey:

"The Board of Trade of New Brunswick has already gone on record as favoring the daylight saving bill, and have so advised our representatives in Washington."

Strongly in Favor

Mr. William T. Budd, Secretary of the Chamber of Commerce of Wilmington, Delaware:

"In spite of the fact that New York City was the nearest section of the country using daylight saving during the past summer, this City, by municipal ordinance, adopted daylight saving during the period above mentioned, and we all, except the railroads and post office, worked on that basis.

"This was very confusing, but so strong is the sentiment in favor of it that we have no doubt the same action will be taken next year. We are strongly advocating the adoption of daylight saving in the Eastern Time Zone, and will so advise Congressman Esch."

Maine Will Cooperate

Mr. E. H. McDonald, Executive Secretary, Chamber of Commerce of Portland, Maine:

"I am pleased to advise you that we have written to our representative Senators urging their support of the Edge Bill S. 3670 and inviting their every effort to bring about a passage of this Bill."

Mr. Seward B. Price, Executive Secretary, Chamber of Commerce of Bridgeport, Connecticut:

"In response to your letter of January 5, relative to daylight saving, we are taking the action that you suggest."

Mr. William B. Murphy, Assistant Manager of the Chamber of Commerce of Fall River, Massachusetts:

"This organization has already gone on record in favor of daylight saving as a general proposition, and gave active support to the movement in this State last year."

Pittsburgh Is Active

Mr. A. C. Terry, Secretary of the Chamber of Commerce of Pittsburgh, Pennsylvania:

"In view of the fact that the Chamber

DAYLIGHT OPINION AMONG LAWMAKERS IS DIVERGENT

of Commerce of Pittsburgh has played an important part in Federal, State and Municipal Legislation enacting laws putting into effect daylight saving time, this organization will, of course, do anything that may be in its power to have the Edge-Ackerman bill become a law.

"I think I am right in saying that Mr. Marcus M. Marks of New York, and Robert Garland, one of our Directors, were the fathers of the daylight saving time movement in this country, and Mr. Garland will continue to be active in having national daylight saving time restored, if possible."

Lawmakers Differ

Most of Them Express Favorable Views on More Daylight

Replies from members of Congress show more or less divergence of opinion on Daylight Saving. Extracts are made from their letters as follows.

From Senator Wadsworth

United States Senator James W. Wadsworth, Jr., New York:

"I am in receipt of your favor of January 5th with inclosures regarding the pending Daylight Savings Bill. I shall, of course, be glad to give this matter my best consideration. I think I ought to say, however, that in my opinion it will be difficult to secure the passage of this measure, especially since Daylight Saving has once been on the statute books and been repealed."

Representative Isaac Siegel, Twentieth District of New York:

"I have always been in favor of the Daylight Saving Law, and personally would favor the immediate enactment of the Federal Statute making daylight saving time uniform in the Eastern Time Zone.

"I doubt very much, however, whether such legislation can be obtained this session, although I do not admit that it may not be had if the people of the Zone in question commence to express themselves a little more emphatically in its favor than what they have done up to now."

Representative Luther Mott, Oswego, New York:

"I have your letter of January 5th and have read with interest the enclosed copy of a letter to members of the Committee on Interstate and Foreign Commerce.

"Should this committee report to the House the Ackerman Daylight Saving bill, I will be glad to remember the views of your Association."

Representative O'Connell For It

Representative D. J. O'Connell, Ninth District of New York:

"I am in favor of the Daylight Savings Bill, having introduced a bill on the subject. Enclosed find copy of the hearings before the Committee on Interstate and Foreign Commerce Committee on the subject."

Representative Charles P. Coady, Third District of Maryland:

"I beg to say in reply that I have always been in favor of Daylight Saving, and have voted for and will continue to vote for any measure to bring about Daylight Saving."

Representative Frederick G. Hicks, First District of New York:

"I have yours of the 5th, relative to Daylight Saving Legislation, and wish to thank you for writing to me so fully in this connection. I shall be glad to give this matter my consideration."

Representative Pell in Favor

Representative Herbert C. Pell, Jr., Seventeenth District of New York:

"I have received your letter of the 5th urging the passage of the bill now before the Interstate and Foreign Commerce Committee of the House, to restore daylight saving, and in reply I can assure you of my unqualified support of this measure."

Representative Thomas H. Cullen, Fourth District of New York:

"I am heartily in favor of Daylight Saving, and shall certainly do all I can to further the passage of any bill in that direction."

Representative Samuel E. Winslow, Fourth District of Massachusetts:

"You may be interested to know that I was one of those most prominently identified originally with the passage of the Daylight Saving bill."

Want Daylight Saving

Individuals Write to This Association for Daylight

The following letter has been received from Mr. Nathan Straus, Jr., New York State Senator from the Fifteenth District:

"I am heartily in favor of Daylight

Saving. My best efforts and my vote will be on the side of protecting and perpetuating this step in human progress.

"Allow me to add that the figures and statistics embodied in your letter will be valuable on any debate arising on the subject and I therefore thank you."

Mr. J. E. Bennet, President of The Babcock Printing Press Manufacturing Company, writes as follows:

"Replying to your circular of November 30th concerning Daylight Saving, I would state that our Company is heartily in favor of having the practice continued.

"Our employees, numbering 400, are apparently all in favor of it.

"I also think that the period from the last Sunday in April to the last Sunday in September is better than from March to October.

"You may count upon our active co-operation to bring this about."

Mr. A. D. Clinch, Underhill, Clinch and Company, New York City, writes as follows:

"We desire to express our appreciation of your efforts in regard to Daylight Saving. The beneficial effects are so many that it almost seems superfluous to use arguments in behalf of same. Objections that we have seen have been very few and are weak compared to the strength of those in favor.

"We hope you will be successful."

To Golf Players

Mr. Reynolds Plans Appeal to Enthusiasts for the Game

Mr. Robert D. Reynolds of Newark, New Jersey, makes an interesting suggestion for the Daylight Saving campaign. He writes as follows:

"I expect to address a letter in connection with this subject to the Secretary of each of the golf clubs of the East, asking that they urge each member of their respective clubs to use his personal influence to obtain favorable legislation.

"While this may not be productive of any very large result, still it should have some effect, since, theoretically at least, the men addressed should have influence in their various communities."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



["To Foster the Trade and Welfare of
New York"]

Telephone Barclay 7660

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HENRY E. TOWN; Chairman of the Board, Yale and Towne Manufacturing Company.
GUSTAV VINTSCHGER; President of the Markt and Hammacher Company.
H. B. WALKER; President of the Old Dominion Steamship Company.
JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.

AMERICAN BUSINESS AND FOREIGN CREDITS WILL BE DISCUSSED BY THE MEMBERS' COUNCIL

The meeting of the Members' Council next Wednesday, to discuss American business and foreign credits, will be timely. Our foreign trade is just now practically at a standstill owing to the anomalous conditions which have made the United States the creditor of practically all the rest of the world.

The subject of discussion, therefore, includes the question of how foreign trade may be revived. Other nations cannot purchase from us because they cannot pay for what they buy; but if credit could be extended to them they would be in a position to resume buying, and thus prepare to repay what they owe us.

In order to aid them in doing this, and at the same time to aid industry at home, a Foreign Trade Financing Corporation has been formed, with a capital of \$100,000,000, which it is proposed to ask investors in this country to supply. It is understood that the capital of this Corporation will be used in financing foreign trade and thus hastening the date of its resumption in full vigor.

Every member of The Merchants' Association, whether he is a foreign trader or not, is nevertheless interested in the subject of the meeting. This country produces more than it consumes, and a portion of its product must be sent abroad. If exports cease, the home markets become quickly oversupplied, prices decline below the cost of production, and industry is compelled to halt after a struggle which involves the depletion of reserves, the reduction of wages, and the disappearance of profits.

The opportunity which will be given by the meeting to become familiar with the existing situation should not be neglected by any member of The Merchants' Association who is able to attend.

LEGISLATIVE SERVICE BUREAU

The beginning of the Legislative Session of 1921-2 directs attention to the Legislative Service Bureau of The Mer-

chants' Association. This Bureau is equipped to resume the service which it performed so efficiently last year of supplying abstracts of bills in which members of The Association may be interested and in obtaining information of all kinds regarding proceedings in Albany.

Every member of The Association is entitled, free of charge, to the services of the Bureau.

THE BENEFITS OF DAYLIGHT SAVING MUST BE PRESERVED

A brief summary of the reasons why the benefits of Daylight Saving must be preserved for the great majority of the people in the population centers of the East is contained in a letter which President Morgan has sent to Governor Nathan L. Miller, asking him to keep an open mind on the subject until he has heard the reasons against the complete repeal of the existing State Daylight Saving law.

No less than 86 per cent of the people of the State of New York are engaged in occupations other than agriculture, and to them the extra hour of daylight is an advantage of inestimable value. Even of the remaining 14 per cent of the population, only a comparatively small number really suffer inconvenience from the change of time during the Summer months which daylight saving imposes. These are the dairymen.

When it is considered how small they are in number when compared with the millions who derive distinct benefit from Daylight Saving, and that, in any event, the change of time will last only five of the twelve months of the year if the plan now advocated is adopted, there can be only one reasonable conclusion with regard to the question, and that conclusion is that the daylight saving law should be enforced not only in the State of New York but throughout the territory of the Eastern Time Zone.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

DIRECTORS VOTE IN THIRTY-TWO NEW MEMBERS

Prominent Business Men, Leaders in Commerce and Finance, Are Admitted to the Ranks of the Merchants' Association—Leading Houses in the List

In sending in checks for their annual dues, many members of The Merchants' Association take occasion to express their appreciation of the service rendered to them by The Association.

Appreciates Good Work

The President of the Atlantic Mutual Insurance Company, 49 Wall Street, Mr. Cornelius Elder, writes as follows: "It affords us pleasure to enclose herewith our check in favor of The Merchants' Association of New York, and we take this opportunity of expressing our appreciation of the good work done by your Association."

Mr. Horace W. Fuller, President of Fuller Brothers and Company, 139 Greenwich Street, writes:

"We have the pleasure to enclose our check to your order for fifty dollars in accordance with request contained in your favor of 31st ult. We beg to assure you that we have derived a great deal of benefit from the activities of your Association the past year."

Grateful for Assistance

The Foreign Trade Bureau of The Merchants' Association has received a letter from a member in which the following passage occurs:

"The writer wishes to take this occasion to express his warm appreciation for the pains you have taken to comply with his request. The labor undertaken by your Department is a best proof of your willingness to be of assistance. Thanking you very much."

New Members Elected

The following individuals, firms and corporations were admitted to membership in The Merchants' Association by the Board of Directors last Thursday:

American Cyanamid Company, Mr. J. O. Hammitt, Manager, Relations Department, 511 Fifth Avenue—Manufacturers of Chemicals.

American Purchasing Corporation, Mr. D. M. Johnson, Second Vice-President, 25 West Forty-fifth Street—Hotel Supplies.

Babbott, Mr. Frank L., 346 Broadway—Retired Manufacturer.

Bennett, Mr. Harold M., 110 East Twenty-third Street—Optical, Scientific Instruments and Cameras.

Bernuth, Lembcke Company, Incorporated, Mr. O. M. Bernuth, President,

171 Madison Avenue—Importers of Creosote Oil.

Blumberg, William L., Company, Incorporated, Mr. William L. Blumberg, President, 31 Warren Street—Wholesale Hardware.

Brunssen, George, Company, Mr. Herman Julich, 18 East Fourteenth Street—Manufacturers of Uniform Headgear.

Caravel Company, Incorporated, Mr. Harry Cooper, President, 309 Broadway—Export.

Cravath, Mr. Paul D., 52 William Street—Lawyer.

Dyckman Street and Englewood Ferry Corporation, Mr. Henry L. Joyce, President, Pier 11, North River—Passenger and Vehicular Transportation.

Eleto Company, Mr. Robert H. Forbes, President, 153 East Twenty-fourth Street—Delivery Company.

Fidelity and Deposit Company of Maryland, Mr. A. L. Drew, Room 1935, 120 Broadway—Casualty Insurance.

Grain Growers Export Company, Incorporated, The, Mr. James J. O'Donohoe, Managing Director, 102 Produce Exchange—Export Grain.

Gray, P. N., and Company, Incorporated, Mr. Prentiss N. Gray, 10 Bridge Street—Export-Import.

Hamberger-Polhemus Company, Mr. W. C. Hamberger, President, 103 Front Street—Export-Import.

Hegeman, J. D., Jr., and Company, Mr. J. D. Hegeman, Jr., 100 Wall Street—Sugar Brokers.

Jelenko, J. F., and Company, Mr. J. F. Jelenko, 1 Union Square—Dental Supplies.

Kardos and Burke, Mr. Louis M. Kardos, Jr., 32 Broadway—Investment Bankers.

Klein's Rapid Shoe Repairing Company, Incorporated, Mr. Benjamin W. Klein, President, 113 Nassau Street—Shoe Supplies.

Liverpool Hardwood Company, Incorporated, Mr. Maurice J. Saperstone, President, 50 Church Street—Lumber Exporters and Wholesalers.

Matheson, Mr. William J., 21 Burling Slip—Manufacturing Chemist.

Metal Package Corporation of New York, Mr. Sol L. Buschman, Vice-President, 509 Fifth Avenue—Manufacturers of Tin Cans.

Ocean Accident and Guarantee Corporation, Limited, Mr. C. H. Neely, Uni-

ted States Manager, 114 Fifth Avenue—Casualty Insurance.

Pedrick, Mr. William, Jr., Division Passenger Agent, Pennsylvania Railroad, 263 Fifth Avenue—Transportation.

Phillips, L. J., and Company, Mr. Robert W. Phillips, 148 West Seventy-second Street—Real Estate.

Porvenir, Ingenio, C. por A., of Santo Domingo, Mr. Hugh Kelly, President, 129 Front Street—Sugar.

Prosser, Mr. Seward, President, Bankers' Trust Company, 16 Wall Street—Banker.

Reynolds and Irving, Mr. DeWitt C. Reynolds, 354 Greenwich Street—Cheese.

Stettinius, Mr. Edward R., J. P. Morgan and Company, 23 Wall Street—Banker.

Teagle, Mr. Walter C., President, Standard Oil Company of New Jersey, 26 Broadway—Petroleum Oils.

Walker Vehicle Company, Mr. P. E. Whiting, New York District Manager, 3709 Grand Central Terminal Building—Manufacturers of Electric Trucks.

Wiggin, Mr. Albert H., Chairman of Board, Chase National Bank, 57 Broadway—Banker.

PRICES SINCE THE ARMISTICE

The "London Statist," computing for the different countries the percentage of decline in prices during the three to six months after the armistice, the subsequent advance during the latter part of 1919 and the first few months of 1920, and the subsequent general decline up to last November, gives the following comparisons for the series of movements:

	Decline After Armistice.	Rise 1919-20.	Decline From 1920 High.
	%	%	%
England	6.7	44.1	9.8
United States	9.4	21.2	24.9
Canada	4.5	28.5	8.4
France	9.7	80.7	16.1
Italy	27.6	111.8	9.8
Japan	4.6	59.2	29.9
Sweden	17.0	19.2	1.1

MINT REDUCES COINAGE

The Philadelphia Mint during 1920 coined 524,587,474 pieces, as against 591,444,195 in 1919, a drop of 66,856,721. Of this amount 466,770,140 pieces were domestic coinage, as against 500,915,000 in 1919.

PROPOSALS TO CHECK ACCIDENTS FROM MOTOR VEHICLES

This Association Adopts Suggestions for the Better Enforcement of Safety Rules in the Streets and Public Places—Would Increase Powers of Officials

Proposals for the amendment of the State Automobile Law are to be submitted to the Legislature by The Merchants' Association.

The matter was referred by the Board of Directors of The Association to its Committee on City Conditions and Ordinances, of which Mr. John C. Eames is Chairman. The report of this Committee, as approved by the Directors at their meeting last Thursday, reads as follows:

"Since this Committee's report made to you in September last, the Committee has made a further extended study of the causes and remedies for automobile accidents.

Legislation of Other States

"For this purpose it has caused to be examined the auto regulations of the States of Connecticut, New Jersey and Pennsylvania. Personal observation has been made of the operations of the automobile laws and regulations in the State of Connecticut, and on behalf of the Committee a conference was had at Hartford with the State Director of Auto Vehicles, and a careful study made of the methods in vogue in that State.

"This was followed by a conference in this City at which were present the Secretary of State-elect, with several representatives of his office; Mr. B. G. Eynon, Registrar of Motor Vehicles for the State of Pennsylvania; the police inspector in charge of traffic in this City; Judges McAdoo and House, and others having expert knowledge of the subject.

Defects in the New York Law

"Some of the defects of the laws of this State under which auto traffic is at present regulated, and of their administration, were indicated in our former report. As a result of our further study we are of the opinion

"(1) That the safety of the public requires that the operation of automobiles upon the public streets should be restricted to persons whose fitness for such operation is first clearly established, and who thereafter conform strictly to the law.

"(2) That violators should be subject to penalties much more deterrent than are at present imposed.

Revocation of Licenses

"It is our opinion that the Secretary

of State, subject to review of his decisions by the courts, should have plenary power as to the granting, suspension and revocation of licenses, so that at all times the privilege of operation should be conditioned, first, upon the demonstrated fitness of the licensee, and second, upon his unvarying observance of the law.

"The present power of the Secretary of State is materially limited in these respects, so that only under restricted conditions can he suspend or revoke licenses which he himself has granted, even though the holder of a license be manifestly unfit to have the privilege.

"We have, therefore, prepared, and submit herewith, an amendment to the Highway Law which clothes the Secretary of State with unlimited discretion in respect to determining the initial fitness of an applicant for a license and with respect to the subsequent suspension or revocation of such license if it shall appear that the holder exercises his privilege in such manner as to imperil the public safety.

Restrictions Eliminated

"The accompanying draft, besides giving to the Secretary of State these unrestricted powers, contemplates the elimination from the present law of all those provisions which now restrict the powers of the Secretary and preclude the prompt withdrawal from an unfit licensee of the privilege previously granted.

"In our former report we indicated some reasons why the privilege of driving an automobile should be extended to the members of an owner's family without the granting of a personal license in each case.

"Further study has convinced us that such pro forma granting of the privilege of operation to the family of an owner is not desirable, and that no one should be permitted to drive without a personal license granted after thorough personal tests of the applicant's ability safely to operate an auto and of his knowledge of the laws governing such operation.

Tests Should Be Made

"Effective tests of all applicants for licenses, and their subsequent effective regulation through thorough inquiry, when occasion arises, into the facts at-

tending all accidents, with a view to the withdrawal of the privilege of operation when required by the public safety would make necessary a large staff and a high degree of organization in the Auto Bureau of the Secretary of State. Stringent provisions of law will by themselves have little effect in removing evils and it is, therefore, the duty of the Legislature to provide the means for the machinery and the organization essential to produce the result intended, namely, the enforcement of laws adapted to secure the protection of the public.

More Employees Required

"To this end, in order to enable the Secretary of State effectively to administer the law with whose enforcement he is charged, it will require a great increase in the number of employees assigned for the purpose indicated, and due provision should be made by the Legislature for that purpose.

"The revenues derivable from drivers' licenses are amply sufficient to provide for these expenses, and, to whatever extent is necessary, such revenues should be made available to provide adequate machinery for enforcement of the law.

"If thus provided with an adequate staff, the Secretary of State's office can exert a powerful influence in promoting the public safety by lessening automobile accidents by means of excluding from the privilege of operation a vast number of unfit and reckless drivers who now continuously threaten the lives of the public.

For Deterrent Penalties

"In the matter of adequate penalties, as was pointed out in our former report, the powers of the courts are unduly restricted, so that in very many cases adequate penalties cannot be imposed.

"Having this in view, we have prepared an amendment to the City Ordinances which gives wide discretion to magistrates, which discretion may be so used as to permit sufficiently deterrent penalties to be imposed upon any offender to whom, in the judgment of the court, heavy and deterrent penalties should attach.

"We have further recommended the adoption of an amendment to the Highways Law which requires all magistrates to report in prescribed form to the Sec-

(Continued on page 11)

AGAINST PROPOSED MONEY VALUATION

This Association Opposes Plan to Place Normal Value on Foreign Money for Tariff Dues

PREFERS THE ACTUAL VALUE

The Merchants' Association has disapproved the proposal that import duties shall be paid on the basis of the normal value of foreign currency instead of upon the actual exchange value.

Acted on Committee Report

The Association acted through its Board of Directors last Thursday upon the recommendation of its Committee on Customs Service and Revenue Law, of which Mr. B. A. Levett is Chairman. The report of the Committee, as approved by the Board, is as follows:

"Your Committee on Customs Service and Revenue Law, at a meeting held on Monday, January 10, voted to recommend that The Association oppose the proposal that all import duties be paid on the basis of the normal or standard value of foreign currencies instead of on the basis of the current value of these currencies as is now done.

Would Shut Out Imports

"The Committee makes this recommendation because it believes that the additional burden so placed upon imports would be the cause of a marked decline in the volume of goods imported to this country, to the serious detriment of all importers, merchants and users of imported goods; to the detriment of our export trade, inasmuch as American goods cannot be sold abroad in quantities unless purchases of foreign goods are made; and to the detriment of such important interests as banking, shipping, and production, including manufacturing and agriculture, and to business in general all over the United States. In addition, the disastrous results on foreign countries of a material decrease in our purchases from abroad is apparent, in that they would lose their chief method of meeting their obligations to the United States.

"It is the opinion of the Committee, moreover, that the present system of permitting the payment of duties on the basis of current monetary values, a system which recommendations of The Merchants' Association have done much to make practical, does not mean appreciable losses to the Government from smaller total duty payments because of the fact that as the value of each for-

eign currency has declined the selling price or market value of merchandise received from other countries has proportionately increased."

SEEKING TO MINIMIZE MOTOR CAR ACCIDENTS

(Continued from page 10)

etary of State details of all cases coming before them involving violation of the laws regulating automobiles, thereby concentrating in the office of the Secretary of State information which will enable him completely to exercise his regulatory power as to the suspension or revocation of licenses.

"At the present time, the Secretary has only fragmentary and imperfect knowledge of the facts in the great majority of cases, and is, therefore, unable intelligently and promptly to exercise his powers in this respect.

Administrative Methods

"We have dealt with this matter from the point of view of first securing such provisions of law as will make sound and effective administration possible. When such conditions are created, further efforts should be directed toward securing the adoption of sound administrative methods adapted to give full effect to the intent of the law.

"We recommend, therefore, that the amendments submitted herewith be approved by the Board of Directors, and that The Association seek their adoption by the Legislature, and that upon their adoption The Association endeavor to secure further adoption of the necessary administrative procedure and regulations contemplated by these amendments."

THE NATIONAL DEATH RATE

The Census Bureau's annual bulletin on mortality statistics for the death registration area in continental United States, shows 1,096,436 deaths as having occurred in 1919. This represents a rate of 12.9 per 1,000 population, and is the lowest rate recorded in any year since the establishment of the registration area. The rate for 1919 is in striking contrast with the unusually high rate for 1918, due to the epidemic of influenza, which was 18 per 1,000. This is a drop of 5.1 per 1,000 population. The death registration area in 1919 comprised thirty-three States, the District of Columbia and eighteen registration cities in non-registration States, with a total estimated population of 85,147,822, or 81.1 per cent of the estimated population of the United States.

PASSAIC VALLEY SEWER CASE UP

Former Justice Hughes and Former Attorney General Wickersham Opposing Counsel

SUPREME COURT WILL DECIDE

The suit of the State of New York against the State of New Jersey to prevent the construction of the Passaic Valley Sewer to a point near Robins Reef in New York Harbor, where the plans propose to place the outlet of the sewer, will come up for argument before the Supreme Court of the United States on January 24.

Mr. Hughes and Mr. Wickersham Opposed

This suit is the outgrowth of the position taken by The Merchants' Association through its Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman. Mr. Hatch interested New York City, which assigned Assistant Corporation Counsel W. J. O'Sullivan and obtained the aid of the State Attorney General. It was necessary to bring the action through the Attorney General's office because two States are involved.

By order of the Supreme Court, a large amount of testimony was taken. It fills a dozen volumes and constitutes an authoritative statement of the most complete knowledge of the subject.

Former Governor and Supreme Court Justice Charles E. Hughes will argue the case for the State of New York and New York City, while former Attorney General George W. Wickersham will represent the State of New Jersey.

Dr. O'Sullivan Taken Ill

Dr. O'Sullivan was taken ill while he was examining the Corn Products plant in New Jersey during the suit brought by New York to prevent the dissemination of odors from that side of the river, and he has never recovered from the attack. He is, however, doing what he can in preparation for the argument of the Passaic Valley Sewer case, and Professor Olin H. Landreth, a member of The Merchants' Association's Committee on Inland Waterways and Water Storage, is aiding Corporation Counsel O'Brien and former Justice Hughes in the preparation. Chairman Hatch will attend the argument in Washington.

EXPRESS COMPANY BEGINS CAMPAIGN OF EDUCATION

Nation Wide Movement Will Be Launched for "The Right of Way Plan"—Cooperation of Shippers Will Be Sought—What the Campaign Means

Prepared by the Traffic Bureau of The Merchants Association

In an effort to raise the standard of the express service of the country, the American Railway Express Company has announced the inauguration of a nation-wide movement in the express business, to be known as "The Right Way Plan."

Asks Shippers to Help

This will comprise an extensive educational program to be carried on among express workers everywhere, as to the proper methods of handling traffic. Express shippers, at the same time, will be asked to cooperate in the movement by "starting their shipments right."

Within the past few months, the express company has succeeded in so stabilizing its forces that it now has a minimum organization as a basis for this educational work. Up to the present time, traffic has been running so heavy that it has been difficult for the operating people to instruct the workers thoroughly on the correct methods for handling the work assigned to them. New employees will hereafter enter a highly organized business, in which every man will receive thorough instructions in the branch of the business in which he is employed.

To Be in Experienced Hands

Management of the new Right Way Movement is to be left largely in the hands of men who have had long experience in the business and who have been selected by supervising officials to form special Right Way Committees. These Committees are now at work arranging for meetings of the express forces generally, in every city where express is handled, so that the most important topics coming under proper express methods will be presented to them. The first meeting scheduled under the Right Way Plan will be held on January 11. Simultaneously, in every express office, throughout the country, expressmen will hold meetings and discuss proper express methods.

The express carrier is enlisting the cooperation of express users under this plan, asking them to aid by "starting their express shipments right." This is

done with the determination of the express people to see that shipments received from the public in proper shipping condition, are handled right.

Other topics to be covered in the appeal to be made to shippers during the movement include asking them to follow the correct methods established for filing claims; for sending shipments C. O. D. and for other steps involved in shipping by express.

Shippers' Cooperation

Some of the ways by which shippers may cooperate with the carrier's programme, as described above, are as follows:

I. Preparation of Shipment.—(a) Containers and Packing—The carrier's rules provide that all shipments must be so prepared or packed as to insure safe transportation with ordinary care on the part of the express company. The Official Express Classification contains rules and regulations governing the use of containers of various kinds and the manner in which specific articles must be packed to insure their safe movement and delivery. Shippers should familiarize themselves with these rules and apply them consistently to their outgoing shipments.

(b) Marking—Erroneous or insufficient marking is a most fruitful cause for the carrier's failure to deliver the goods. Provisions contained in Rule 26 of the Express Classification were prescribed by the carrier after long and intensive study of the conditions under which shipments go astray and were designed to prevent this wherever possible. Shippers should familiarize themselves with the provisions of this rule and mark their shipments accordingly. It is most important that all old marks be removed and that new marking be clear, legible and complete.

II. Delivery.—(a) Tracing—Investigation of *three days'* incoming tracers to show delivery at twelve large offices of the American Railway Express Company disclosed that 5,330 tracers were received. Of this number 3,214 shipments were delivered before the tracers were instituted, or in other words, 60 per cent of the requests to trace had been made after the goods had been delivered to the consignee and the tracers were, therefore, unnecessary.

These tracing requests undoubtedly were made with a view to expediting delivery of the shipments. It is claimed by the carrier and admitted by most experienced industrial traffic men that a request to trace does not expedite the movement of the merchandise, but merely serves to create a large amount of unnecessary work for the carrier's employees. Unnecessary requests to trace, therefore, serve merely to retard the carrier's efforts to show delivery of shipments upon which the request is legitimate. For that reason, the carrier has conditioned the institution of a tracer upon advice from the consignee that the shipment has not been received.

Shippers should allow a reasonable time, at least fifteen days, for delivery to the consignee before requesting the carrier to trace and should endeavor to secure information from the consignee relative to the non-delivery of the goods before issuing the tracer request.

(b) Claims—Many difficulties experienced in securing the prompt adjustment of claims could be obviated if the claimants would properly support their claims when presenting them to the carrier. Claims for loss and damage upon express shipments fall into three general classes, namely:

1. Claims for total loss, which should be supported by
 - (a) Copy of express receipt showing serial number and driver's signature,
 - (b) Certified copy of invoice,
 - (c) Itemized bill versus the carrier,
 - (d) Statement from consignee showing the shipment has not arrived when the claim is for loss, or the condition of the shipment upon arrival when the claim is for total damage.
2. Claims for partial loss or damage
 - (a) Copy of express receipt showing serial number and driver's signature,
 - (b) Certified copy of invoice,
 - (c) Itemized bill versus the carrier, showing how the amount of the claim is constituted.
3. Claims for concealed loss or damage
 - (a) Copy of express receipt showing serial number and driver's signature,
 - (b) Certified copy of invoice,
 - (c) Itemized bill versus the carrier,
 - (d) Affidavit from shipping clerk,
 - (e) Affidavit from consignee's receiving clerk.

Considerable difficulty in securing prompt claim adjustments is also experienced by reason of the claimant's failure to file his claim with the proper authorities. Mr. W. E. Fogarty, Claim Agent, the American Railway Express Company, is located at 250 West Twenty-sixth Street, New York City. Claims for loss and damage should be filed with his office direct.

ACTION TAKEN ON NATIONAL TAX LAW REFERENDUM

This Association Fails to Approve All of the Proposals Put Forward by the Chamber of Commerce of the United States but Sales Tax Is Favored

The Merchants' Association has cast its ten votes on the fifteen proposals relating to Federal taxation which constitute the taxation referendum submitted by the Chamber of Commerce of the United States of America to its constituent members.

Tax Committee Reports

The Association goes on record in favor of some of the proposals and against others, and in several cases its vote is qualified. Its action was taken upon the report of its Committee on Taxation and Public Revenue. This report, as presented to the Board of Directors last Thursday, and approved excepting as to the recommendation regarding the Sales Tax and in one other minor particular, reads as follows:

"Your Committee on Taxation and Public Revenue having considered the propositions submitted in Referendum No. 34 by the Chamber of Commerce, recommends that the Board of Directors vote thereon as follows, with the indicated interpretations in respect of several of the propositions:

I

The excess profits tax should be repealed:

In Favor

Revenues now derived from the excess profits tax should be obtained mainly from taxes on incomes:

In Favor

"We vote aye on Proposition II with the following reservations or interpretations:

"(a) The term 'taxes on incomes' we understand to include taxes on incomes of corporations as well as of individuals.

"(b) The advocacy of taxes on incomes is not to be interpreted as approving of any increase in the normal rate of the income tax of individuals.

"(c) The advocacy of taxes on incomes is to be interpreted as implying a decided reduction on the present rate of surtaxes in the individual income taxes.

III

There should also be excise taxes upon some articles of wide use but not of first necessity:

In Favor

"We recommend that very careful attention be paid to the selection of the

various industries and articles to be subjected to excise taxation.

IV

Should a sales tax be levied instead of the taxes mentioned in Proposals II and III above:

Opposed

"The reasons which have prompted the Committee to vote no to IV are in briefest compass the following:

"(a) The tax will tend to give an unfair advantage to the multi-process organization.

"(b) To the extent that the tax is not apt to be shifted on a falling market it becomes a tax on gross income, and is thus entirely inequitable as between various classes of business.

"(c) If the tax is shifted it will cause our general tax system to be an undue burden upon consumption as compared with wealth.

"(d) The tax is apt to be cumulative, and thus open to all the objections of pyramiding taxation.

"(e) The uncertainty of the yield will seriously embarrass the equilibrium of the budget.

"(f) The administrative difficulties would be very great.

"(g) That as the Secretary of the Treasury, in his annual report for 1920, states it would add a heavy administrative load to the Bureau of Internal Revenue, which is already near the limit of its capacity.

V

Should a sales tax be levied in addition to such taxes as are mentioned in Propositions II and III above:

Opposed

"The revenue estimates include \$300,000,000 for an amortization payment of the public debt. We believe that amortization should, for the present, be deferred, but if this amount is now included it might be raised by a general turnover tax of one-third of one per cent on commodities.

VI

No Vote

VII

There should be a moderate and graduated undistributed earnings tax on corporations:

Opposed

"We favor an increased rate of tax on incomes of corporations rather than an undistributed earnings tax.

VIII

Each individual stockholder of a corporation should pay his own normal tax:

Opposed

IX

Income from any new issues of securities which may lawfully be made subject to Federal tax should be taxable:

In favor

X

American citizens resident abroad should be exempt from the American tax upon income derived abroad and not remitted to the United States:

Opposed

"We vote No on question X for the reason that under the law as it now stands, an American citizen resident abroad receives a credit on his tax of the amount of tax paid by him to a country of his residence upon his income from sources in that country.

XI

Profits arising from sale of capital assets should be allocated over the period in which earned, and taxed at the rates for the several years in the period:

In favor

XII

Exchange of property of a like or similar nature should be considered merely as a replacement:

In Favor

XIII

Net losses and inventory losses in any taxable year should cause re-determination of taxes on income of the preceding year:

No Vote

"We refrain from voting upon question XIII on the ground that the question as framed is obscure, involved and misleading.

XIV

Ascertainment by the Government of any tax based on income should precede payment:

Opposed

"To ask the Government to wait

THIS ASSOCIATION VOTES ON TAX REFERENDUM

until the tax has been officially ascertained and assessed would not be practicable in view of the Government's present need for revenue.

XV

Administration of income taxation should be decentralized:

Opposed

"We make the further explanation relative to question V: The majority of this Committee is opposed to the principle of the Sales Tax for the reasons stated in its answer to question IV. Mr. Otto H. Kahn, however, a member of the Subcommittee, which made a careful study of the entire question, is of the opinion that it is desirable to make an experiment test on a small scale of the Sales Tax as a minor source of revenue. He has further suggested that it be resorted to as a means for providing for amortization payments upon the public debt, should such payments be included in the present National budget."

Action Taken by the Board

The report of the Committee gave rise to much discussion in the Board. For the purpose of explaining the conclusions reached, the Chairman of the Committee, Mr. Cobb, and two of its members, Professor E. R. A. Seligman and Mr. Robert H. Montgomery, appeared before the Committee.

Each of the fifteen propositions was considered and voted upon separately. The report of the Committee was sustained with the following two exceptions:

On proposition V, which involves the sales tax, the Committee voted in the negative and the Directors in the affirmative, thus favoring the Sales Tax.

On proposition XII, the Committee voted in the affirmative and the Directors decided to cast no vote.

YEAR'S BALANCE OF TRADE

The United States at the close of 1920 had a balance of trade in its favor of at least \$2,722,955,008, according to the Department of Commerce. Exports for the year, the department said in a statement, will probably total \$8,191,008,468, while imports for the year will amount to at least \$5,468,053,460. Exports for December, it was said, would probably exceed \$675,000,000 and imports would be in excess of \$320,000,000.

COST OF LIVING FIGURES CORRECT

**Federal Bureau of Labor Statistics
Verifies the Estimate Made
By This Association**

WHAT THE FIGURES REVEAL

Figures just published by the Bureau of Labor Statistics of the United States Department of Labor show that the cost of living in New York City in December, 1920, was 9 per cent lower than in June, 1920, but still approximately double the average during December, 1914.

Taking the cost of living in December, 1914, as equal to 100, the Labor Department's index figure for December, 1920, is 201.4. This compares with 199.7, the estimated figure published by the Industrial Bureau of The Merchants' Association in the issue of "Greater New York" for December 6, 1920.

The figures published by the Bureau of Labor Statistics are based upon actual prices, secured first hand by their agents every six months, and show the changes in living costs for a family of five since December, 1914.

In June, 1920, the cost of living index figure for such an average family was 219.2. By December this figure had fallen to 201.4, or a drop of 9 per cent.

Of the six major groups comprising the budget, housing, fuel and light, and miscellaneous items increased in price during the last six months, while food, clothing and furniture and furnishings declined. Fuel and light showed the greatest rise with a jump of 45 per cent, food the largest decrease, with a fall of approximately 30 per cent. Housing increased almost 18 per cent, and miscellaneous items 4 per cent, while clothing dropped 16 per cent and furniture and furnishings 9 per cent.

Naturalization

**Committee of Seven, Headed by
Professor Jenks, Will Suggest
Law Changes**

As the result of a recent meeting on Naturalization, held under the auspices of the New York and New Jersey Section of the Woman's Department of the National Civic Federation, a Committee of Seven was formed to recommend changes in naturalization laws and pro-

cedure. Professor Jeremiah W. Jenks of New York University was made Chairman of this Committee, and Mr. Martin H. Dodge, Secretary of The Merchants' Association's Committee on Immigration and Naturalization, was made a member. In addition to a representative of the National Civic Federation, other members of the Committee were chosen from the following organizations: Lenox Hill Settlement, National Security League, American Legion, League of Foreign Born Citizens.

FOR PATENT OFFICE

**This Association Urges Adequate
Provision by Congress for
Work to Be Done**

The Merchants' Association has sent the following telegram to the conferees on the bill introduced in the House by Representative Nolan, relating to the Patent Office:

"The Merchants' Association of New York strongly urges that conferees on Nolan Bill H.R. 11984 support measure as it passed the House. Service of Patent Office badly demoralized present delays and accumulated work being extremely serious and costly to American industry. Senate changes in measure particularly reduction in the number of employees would further cripple Patent Office. On behalf large number American houses affected earnestly trust adequate staff will be provided for."

BRONX PARKWAY

**Economy Enforced and Valuable
Land Received by the
Commission**

In the interest of economy, the Bronx Parkway Commission made a reduction of approximately 20 per cent in the wages of employees on January 1.

A tract of thirty-two acres of wooded land has been presented to the Bronx Parkway Commission by Miss Emily O. Butler of Scarsdale. This is a part of the Fox Meadow Estate, which was the birthplace of Governor Daniel D. Tompkins. Miss Butler has previously given tracts of twenty-five acres and seven acres to the Commission.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

THE "POZNAN" TANGLE CREATES A PUZZLING SITUATION

The Merchants' Association Is Aiding Members Whose Shipments Were Sent Back From Havana—Other Foreign Trade Service of Importance

The Merchants' Association was represented by the Manager of its Foreign Trade Bureau at a hearing given by the Federal Horticultural Board of the Department of Agriculture in Washington on December 20, to consider the restriction of importation of fruit and vegetables from certain points in Central America, the West Indies and elsewhere, in order to prevent the importation of the fruit pest known as the black fly. The embargo was advocated by representatives from the Southern States, especially Florida, who urged restrictions, control and fumigation.

New York Not in Danger

It developed during the hearing that there could be no danger from the black fly in temperate latitudes, and that therefore New York would not be placed under embargo. This information was satisfactory to the members of The Association.

All possible aid is being given by The Association to members who were unfortunate enough to ship merchandise from New York to Havana on the S.S. "Poznan" of the Acme Operating Corporation. The "Poznan," after waiting some time in Havana without being able to discharge her cargo, was brought back fully loaded as a result of the intervention of the State Department. The Association has made representations of protest to the Department, and has urged that in future no cargoes be returned without the approval of at least a majority of the shippers. The Department has given a promise to this effect.

The "Poznan" Tangle

The State Department has taken the ground that it cannot compel the fulfillment of promises that the merchandise brought back to New York on the "Poznan" would be returned to Havana free of charge to the shippers. The Merchants' Association has asked the United States Shipping Board whether it can furnish a ship which will convey the merchandise back to Havana, and it is also continuing representations to the Department of State, with a view to aiding the shippers.

The following letter has been sent by Mr. Mead to shippers interested in the "Poznan" situation:

"Following the meeting of shippers on the S.S. 'Poznan' matter held at our offices two or three weeks ago, The Merchants' Association has been endeavoring to cooperate in every way to aid the shippers. Thus far we have succeeded in accomplishing the following results:

"1—The State Department, at our suggestion, agreed to forward instructions to the American Embassy at Havana, directing that Embassy to issue a notice to correct the impression created by the notice previously issued by the Embassy, namely, to make it clear that the previous notice should not be interpreted as in any way affecting the legal or moral obligations of the parties to the sales-contracts of the merchandise on the 'Poznan'."

"2—While the Department of State advises that, because of the confidential character of its operation, neither its records nor its personnel may be permitted to furnish evidence in court cases, nevertheless, the Department has assured us that it would furnish a complete certified statement, including the promises made on behalf of the steamship companies to the State Department, for transmission to any court in which suit or legal action relating to the return of the 'Poznan' was being conducted.

Shipping Board's Position

"The Association suggested to the Shipping Board that in view of all the circumstances the Shipping Board itself return the goods to Cuba without cost to the shippers. We were advised, however, by the Legal Department of the Shipping Board, that because the Shipping Board now holds a large mortgage upon the 'Poznan' under the terms of sale, which mortgage might become involved in the pending proceedings, any action on the part of the Shipping Board along the lines suggested by us might result in jeopardizing or adversely affecting the position of the Shipping Board under the mortgage. For this reason the Legal Department of the Shipping Board had advised the Board not to take such action as suggested by us.

"This is sent you for your informa-

tion. It is The Association's desire to be of service in any practicable or proper way in this very distressing situation."

Another vessel of the Acme Operating Corporation, the S.S. "Ida," is said to be discharging its cargo in an open space in Havana, where it is improperly protected from the weather and subject to looting. On behalf of members who shipped merchandise on the "Ida," The Association has made a protest to the Operating Corporation.

Customs Fines in Brazil

One Reason for the Literal Enforcement of Regulations

The American Chamber of Commerce of Sao Paulo calls attention to a slight discrepancy prevalent among American exporters in making out their Consular invoices for merchandise to be shipped to Brazilian ports. The Brazilian Customs rules require the country of origin of goods, and the country where the goods were purchased, to be written out in full in each column of the customs blank. American exporters are abbreviating in some instances along the top of each column, the name of the country of origin, such as "U. S. A." for "United States of America."

The Sao Paulo Chamber of Commerce points out that this abbreviation is natural for convenience, but that consignees in Brazilian ports are required to pay fines because the abbreviations are used.

The Custom House officials discharging imports in Brazil receive 50 per cent of the fines levied on consignees taking their wares from the Custom House, and this fact encourages employees to levy fines for the slightest deviation from the Brazilian Consular Invoice Regulations.

NEW YORK WINS APPLE PRIZE

The International Apple Shippers' Association has awarded New York City the Apple Day Trophy for cities of over half a million population. This is the first time that New York has received recognition for work done in connection with publicity in the produce trade.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

ECONOMY PROGRAM OBTAINS APPROVAL

This Association Strongly Endorses Recommendations Made in Governor's Message

SUGGESTS GENERAL MOVEMENT

The Merchants' Association, through its Board of Directors, has adopted preambles and resolutions strongly supporting the economy program outlined by Governor Miller and pledging the support of The Association.

The action taken will be communicated to other commercial organizations throughout the State with the suggestion that a concerted effort be made to sustain the government and combat any opposition that may appear.

Preambles and Resolutions Adopted

The preambles and resolutions, as approved by the Directors last Thursday, read as follows:

"Whereas, The appropriations made for the support of the State Government have risen during the last twenty years from \$23,936,377 in 1900 to \$145,219,906 in 1920, necessitating new forms of taxation burdensome to the population of the State and especially to the people of New York City, who pay approximately 70 per cent of the state taxes; and

"Whereas, Despite the fact that the demand per capita to meet the budget appropriations has risen from \$4.94 in 1915 to \$13.79 in 1921, the requested appropriations as tabulated by the Legislative Budget Committee for the fiscal year beginning July 1, 1921, amount to \$201,644,292, not including the interest and amortization charges on the \$45,000,000 bond for the soldiers' and sailors' bonus which was approved by the people of the State at the polls last November; and

"Whereas, The need for economy wherever it can be enforced without conflicting with efficiency is both undisputed and urgent; and

"Whereas, Governor Nathan L. Miller, realizing the necessity for the strictest economy in State expenditures, has devoted his first message to the Legislature chiefly to a discussion of the State's financial situation, and to well-considered proposals for cutting down expenses through the abolition of offices which can be dispensed with, through the consolidation of certain of the agencies of

government and reorganization of others along lines of greater economy through the introduction of business-like methods; and

"Whereas, Opposition to the Governor's recommendations is likely to develop both from selfish interests and from the friends of enterprises supported by the State who may desire to see them advanced and developed without regard to proper relationship to other demands upon the State Treasury; now, therefore, be it

"Resolved, That The Merchants' Association of New York approves the spirit and letter of the Governor's recommendations for economy as made in his message and pledges to him its hearty support in the execution of his program; and be it further

"Resolved, That in our judgment the business interests throughout the State should cooperate with the Governor in his endeavor to reduce the State's expenses, and should make a concerted effort to sustain the Governor and to combat any opposition, open or concealed, that may manifest itself to the passage of necessary legislation or to other measures essential to the success of the Governor's proposals; and be it further

"Resolved, That a copy of these preambles and resolutions be transmitted to the commercial organizations throughout the State."

INDUSTRIAL WORK

Inquiries Answered During the Month of December by the Industrial Bureau

The Industrial Bureau of The Merchants' Association answered forty inquiries from members for information of various kinds, during the month of December. Some of these inquiries involved a considerable amount of research.

The Bureau also during the month represented The Association at the following meetings:

Eighth Annual Housing Conference National Housing Association, Bridgeport, December 9-11.

Conference on unemployment, Municipal Reference Library, New York City.

Annual meeting, American Association for Labor Legislation, Hotel Astor, New York City, December 29 and 30.

Annual meetings, American Economic Association and the American Statistical Society, Atlantic City, December 28-29.

UNWORTHY CHARITY WAYS CONDEMNED

"Remit or Return" Device Is Declared Objectionable as Practical "Hold-up"

"SPECIALISTS" IN EXTORTION

Prepared for The Merchants' Association by the Bureau of Advice and Information of the Charity Organization Society

The difficulties which all charitable agencies are having just now in securing funds for their work is causing some of them, of uncertain standards at the best, to revert to methods of raising money which have long been discredited.

The Pencil Trick

The "remit or return" method of conducting a so-called pencil campaign appears to be the favorite. A certain organization which has been practically the sole surviving exponent of the system now regards itself as a leader in the field. "We are really specialists," said its representative. "We send out a letter with our pencils that makes a man feel as though he were robbing a baby's bank unless he sends the money or returns the goods."

"Remit or Return" Condemned

A few years ago the Rochester Chamber of Commerce, as a part of a careful study of the entire matter of solicitation, published the following conclusions:

"Of late years the Remit or Return method has been used extensively by solicitors who offer for sale in this way tickets, stamps, postcards, needles, books, collar buttons, rugs, pictures and other articles. Some do it for their own private gain, but more often it is for a charitable cause.

"The Chamber of Commerce disapproves of this way of soliciting because:

"1. Those solicited must choose between taking the time and, if return postage is not included, assuming the expense of returning the articles; sending the money; or of appearing dishonest.

"2. Persons receiving articles in this way who, entirely within their rights, pay no attention to the communications and return neither the article nor the money, are sometimes subjected to unfair criticism."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

JAN 25 1921

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL X

NEW YORK, MONDAY, JANUARY 24, 1921

No. 4

Say Future Is Safe If We Accept New Conditions

Great Meeting of the Members Council, Called to Consider American Business and Foreign Credits, Listens to Optimistic Speeches by the Hon. Herbert Hoover, Mr. John McHugh and Mr. A. C. Bedford—Foreign Trade Now Essential to Our Prosperity

The attendance at last Wednesday Luncheon Meeting of the Members' Council of The Merchants' Association, which was called for the purpose of discussing American business and foreign credits, was one of the largest in the history of these meetings.

Attendance Was Large

When Chairman William C. Breed called the meeting to order there were nearly 1,400 in the grand ballroom of the Hotel Astor.

The speakers were the Hon. Herbert Hoover, Mr. John McHugh, Vice-President of the Mechanics and Metals National Bank, and Chairman of the Organization Committee of the Foreign Trade Financing Corporation, and Mr. A. C. Bedford, Chairman of the Board of the Standard Oil Company of New Jersey.

Explained Financing Corporation

Mr. McHugh took advantage of the occasion to make the important announcement of the officers of the Foreign Trade Financing Corporation, which is commonly known as the "Million Dollar Corporation," which was launched at the recent meeting of the American Bankers Association in Chicago.

Mr. Hoover made a characteristically forceful speech in which he dwelt upon the fact that new conditions demanded a change in American methods. He pictured America overflowing with food

Prosperity Coming

"If I did not believe that American business had within itself the energy, the resourcefulness, the intelligence and the power to work out successfully its inescapable part in restoring the economic stability of the world, I should be deeply concerned over the future of civilization."

"But, believing as I do, that American business will meet the situation, knowing as I do, that American business can meet it, I have complete faith in the likelihood that ere long the clouds which now hang so heavily over the world of industry will have been completely dispelled, and Prosperity will again tread the paths of Opportunity."—From the speech of Mr. A. C. Bedford.

and raw materials while Europe is laboring with conditions bordering upon starvation, which are certain to bring about a tremendous change for the worse in standards of living.

Long Credits Needed

He expressed the opinion that the only way to restore normal conditions was through long credits to Europe. He pointed out that it was no longer possible to meet the situation by gold remittances and short credits which have served in the past.

Mr. Hoover also dwelt upon the necessity which this country is under to feed

the 3,500,000 children in Europe who would starve without aid.

Mr. McHugh, in addition to announcing the officers of the Foreign Trade Financing Corporation, explained the purposes for which the corporation had been devised.

Mr. Bedford Optimistic

Mr. Bedford made a stirring address filled with optimism as to the future. He dwelt on the responsibility which rests upon the United States and upon the tremendous power which this country has to help the world.

The grand ballroom was decorated, as usual, with the National colors and the meeting began and ended with the singing of "America."

The Guest List

The guests of the Members' Council who sat at the head table were as follows:

Mr. Philip B. Kennedy, of the First Federal Foreign Banking Association.

Mr. Guy Emerson, Vice-President of the National Bank of Commerce.

Mr. Herbert L. Pratt, Vice-President of the Standard Oil Company of New York.

The Hon. Byron Newton, Collector of the Port of New York.

Mr. George Blumenthal, of Lazard Freres.

Mr. Eugene Meyer, Jr.

Mr. Hendon Chubb, of Chubb and Son.

MR. BREED ASSERTS PEAK OF DEPRESSION IS PAST

Mr. J. A. McKelvey, of Atterbury and McKelvey.

Mr. Julius H. Barnes, formerly of the United States Grain Corporation.

Mr. James Speyer, of Speyer and Company.

Mr. Felix M. Warburg, of Kuhn, Loeb and Company.

Mr. Thomas W. Lamont, of J. P. Morgan and Company.

Mr. William Hamlin Childs, Vice-Chairman of the Members' Council.

Mr. John McHugh, Vice-President of the Mechanics and Metals National Bank.

Mr. William C. Breed, Chairman of the Members' Council, presiding.

The Hon. Herbert Hoover, of the American Relief Administration.

Mr. Lewis E. Pierson, First Vice-President of The Merchants' Association of New York.

Mr. A. C. Bedford, Chairman of the Board of the Standard Oil Company of New Jersey.

Mr. James Gilbert White, Second Vice-President of The Merchants' Association of New York.

Mr. John T. Pratt, of Charles Pratt and Company.

Mr. J. Louis Schaeffer, of William R. Grace and Company.

The Hon. William C. Redfield, President of the American Russian Chamber of Commerce, and President of the American Manufacturers Export Association.

Mr. John F. Fowler, President of the American Exporters and Importers Association.

Mr. W. L. Saunders, former President of the American Manufacturers Export Association.

Mr. Charles E. Mitchell, President of the National City Company.

Mr. B. A. Levett, Chairman of The Association's Committee on Customs Service and Revenue Law.

Col. Samuel P. Colt, Chairman of the Board of the United States Rubber Company.

The Hon. Murray Hulbert, Dock Commissioner of the City of New York.

Mr. Fred I. Kent, Vice-President of the Bankers' Trust Company.

Mr. W. S. Kies, of Aldred and Company.

Mr. E. C. Lufkin, Chairman of the Board of The Texas Company.

The Hon. Frederick A. Wallis, Commissioner of Immigration.

Mr. Alan Fox.

Up and Down

"I am confident that we come to this January meeting in a healthier, although not altogether happier, frame of mind than existed in December."

"With the turn of the year the average American business man of courage seems to have steadied his nerves a bit. He has swallowed, mentally, perhaps, the unfortunate figures that are bound to show up in the January inventory. He has compared his situation with that of his competitors and found that except in a few instances the same law has applied to all—that law of nature which provides that you cannot go up, up the hill without some time coming down, down the hill, and only a genius or an eccentric knew how to get off at the top."—From the speech of Chairman William C. Breed.

Chairman Breed

Head of the Members Council Calls Meeting to Order

Chairman William C. Breed called the meeting to order by asking for the singing of the first two stanzas of "America". When these had been sung, in accordance with custom, Mr. Breed said:

"Gentlemen of The Merchants' Association: I am confident that we come to this January meeting in a healthier, although not altogether happier, frame of mind than existed in December. With the turn of the year the average American business man of courage seems to have steadied his nerves a bit. He has swallowed, mentally, perhaps, the unfortunate figures that are bound to show up in the January inventory. He has compared his situation with that of his competitors and found that except in a few instances the same law has applied to all: That law of nature which provides that you cannot go up, up the hill without sometime coming down, down the hill, and only a genius or an eccentric knew how to get off at the top!

Peak of Depression Passed

"During the past few weeks in this and other cities there have been held many trade conventions. One is today

and during this week being held in Atlantic City, where from five to seven thousand men representing different lines of trade, and bankers, are assembled to discuss trade conditions. If the discussions coming out and the opinions coming out from those various trade conventions are worth anything, they mean that the peak of depression in America has been reached, that there seems to be a new force, a new determination, among business men, among capital and labor, employer and employee. All seem to have decided that it is necessary to go back to work along the old lines of service, economy and reasonable profits. With this determination generally prevailing throughout the community there is little or no doubt that in a short time we are going to be able to return to normal business, normal prices, and normal profits.

Mr. Hoover Introduced

"Now, it was for the very purpose of considering what is being done and what should be done to return to normal conditions that our three distinguished guests of today have turned from their daily tasks and have been kind enough to come and speak to us. It was in August, 1914, that I first had the pleasure of becoming acquainted with Herbert Hoover. (Applause.) It was at the Hotel Savoy, in London, where some 130-odd thousand stranded Americans had organized in a Committee known as the American Citizens' Committee, for the relief of stranded Americans, were attempting to work out the problem of being stranded without money, but fortunately not without friends. Mr. Hoover was at the head of another Committee known as the London American Citizens' Relief Committee, an organization that had existed for some years before, and which, in the crisis, immediately came out to help their fellow citizens. Those two organizations consolidated, and for a period of some two months, with a most intense activity prevailing, finally the 130,000 were landed back on American shores—and might be glad they were to put their feet there.

A Great Citizen

"To Mr. Hoover is due a great deal of the credit for this result. But Mr. Hoover's work did not end with the work of the American Citizens' Committee. He went on from that point, and, as you know, organized the great Commission for the relief of Belgium.

MR. HOOVER WARNS OF LOWER STANDARD OF LIVING

From that day he has gone on organizing one great movement after the other in the interests of humanity, and today the name of Herbert Hoover, I think, stands throughout the world as one of America's greatest and most distinguished citizens. (Applause.)

"I have the pleasure of introducing Mr. Hoover!"

Mr. Hoover Speaks

He Tells How Business and Trade May Be Revived

The members of the Council rose to their feet with cheers and applause as Mr. Hoover stood to reply.

"Gentlemen of The Merchants' Association," he said, "I believe that if any sane man were to survey the economic situation in the world today he will find his facts simple to understand and easy to state.

A Picture of the World

"He will find the United States a country oversupplied with foodstuffs, oversupplied with raw materials, yet our farmers suffering from an inability to dispose of their production at cost; our factories, in a measure, stilled, and our workmen in a large measure unemployed.

"He will also find that in Europe, in an area of four hundred millions of people, slowly recovering from the war, struggling up from political, social, economic chaos, with their populations measurably underfed, with their factories employed but a minor portion of the time, with a proportion of idleness of their workmen far beyond ours.

"He will find that the whole four hundred millions of people in Europe are gradually sinking into a lower standard of living than we had ever contemplated in our generation. And thus the world is not suffering from overproduction, it is suffering from underconsumption. All of this is obviously due to the war, and it is retarded by political and by social causes; but fundamentally its first remedy must be economic.

Three Classes of Measures

"Recovery cannot take place and our surplus goods cannot be consumed unless we are prepared to take some hand in the situation in Europe. We must come to some method by which we can give assistance on a proper and suit-

able foundation of business. To me all such measures fall into three classes:

"The first are those emergency measures undertaken by our Government soon after the Armistice, and Government assistance cannot continue for long for a hundred reasons.

HON. HERBERT HOOVER



© Underwood and Underwood
Head of European Relief Work Tells This Country That Long Foreign Credits Must Be Given

"The second is sheer charity, that is only justifiable in an emergency of complete helplessness.

"The third is by building up the normal processes of business, and in that alone lies any permanency and any real recovery to the world situation.

In a Vicious Circle

"We have to face this mass of economic ills with the knowledge that we are today in a vicious circle, with inability and lack of organization to extend credits with which to dispose of our surpluses, and that unless we can break that circle we can find no remedy but a continuously lowering standard of living in Europe that will yet pull our standards down to the European level.

"Not only is this a question of the establishment of credit abroad, but it is a question of the character of credit that we establish. Nothing is more dangerous to the whole economic situation

of the world than that we should continue to establish short-term credits. The only solution is that we shall secure long-term investments in reproductive enterprise abroad.

New Conditions Have Arisen

"The War has brought to us a great new phenomena in our industrial and economic life, and that is, that not for a long time to come, and perhaps never again, can we establish our foreign trade upon a balance of commodities, assisted by the minor factors of remittance and service. If we would give full-time employment to our farmers and our laborers and our business men, we must be prepared to invest abroad some part of the value of the surplus products that we have for sale. The social, the economic demoralization in Europe, and the slow progress of business, makes them totally unable to buy unless we extend credit. But even if we extend these credits, and if upon Europe's recovery we then attempted to exact the payment of these sums by the import of commodities, we shall introduce a competition with our own industries that cannot be turned back by any tariff walls.

"Furthermore, the war has brought to us a transformation in that we need to no longer export commodities in payment of interest and principal on capital that we owe to Europe. On the other hand, we have received, we must receive, vast quantities of imports in payment of interest on capital that we have already invested abroad.

Our Productive Capacity Increased

"In addition to this, we have during the last seven years greatly expanded our productive capacity. We have found that our agricultural industry is able to replace the total loss of food supply to the world from Russia, and today we are producing and exporting approximately ten millions of tons more food than at any time pre-war, and just almost balancing the Russian deficiency of her contribution to Europe.

"Gold remittances and services cannot ever again cover this gulf in trade balance, even were the productivity in Europe itself restored. On the other hand, it is vital to every workman in the United States that Europe shall recover her exchange production, shall right her monetary exchange, shall recover her standard of living, or we shall be dragged down to meet her standards. And to me there is only one remedy,

HOW AMERICAN BUSINESS CAN BE MADE NORMAL AGAIN

and that is by a permanent investment of our surplus of productive balances abroad.

Must Invest Abroad

"We have reached the position in this particular that had been reached by many European States thirty to forty years ago; that is, short-time credits will only stave off the evil day. It must be long-time investments in that character of enterprise that will build up the standards of the world, that will constantly recreate their power to absorb our commodities.

"Our people are not accustomed to foreign investments. We have, so far, but little financial machinery and personnel devoted to such purposes. Nor can we upbuild this necessary link in our economic chain until our government is prepared to give protection and support to Americans interested in development in American enterprises abroad. (Applause.)

Economic Statesmanship Needed

"The world is not alone in need of credit machinery; it is in need of economic statesmanship. Growing out of the meeting like that held in Chicago by The Bankers' Association there is before the country today a proposal for establishing the real foundation of credit machinery, to build up the processes of business that we require. And one of the great ways of building up an organization of that kind will be the ability of the American business man to express his voice in the economic statesmanship of the world.

"It will be possible, if we have some definite form of organization that we can give evidence of our likes and dislikes to the economic processes of European statesmanship. And before Europe can recover she will require not only peace, not only the settlement of some fixed sum for the German indemnity, she will require also the reorganization of her currency, and she will require a settlement of the most tremendous problem that faces the world, and that is Russia.

How Action Can Be Expedited

"But if American finances in relationship to Europe, by cooperation of our banks, our merchants, our farmers' associations and our trades' unions, as is proposed by this issue today, can be placed in hands that can express the will of these groups in the United States, we can expedite these processes in Eu-

The Vicious Circle

"Recovery cannot take place and our surplus goods cannot be consumed unless we are prepared to take some hand in the situation in Europe. We must come to some method by which we can give assistance on a proper and suitable foundation of business.

"To me, all such measures fall into three classes:

"The first are those emergency measures undertaken by our Government soon after the Armistice, and Government assistance cannot continue for long for a hundred reasons.

"The second is sheer charity that is only justifiable in an emergency of complete helplessness.

"The third is by building up the normal processes of business, and in that alone lies any permanency and any real recovery to the world situation.

"We have to face this mass of economic ills with the knowledge that we are today in a vicious circle, with inability and lack of organization to extend credits with which to dispose of our surpluses, and that unless we can break that circle we can find no remedy but a continuously lowering standard of living in Europe that will yet pull our standards down to the European level."—From the speech of the Hon. Herbert Hoover.

rope faster than we can through any action of our government.

"There is also involved in all of these processes of recuperation another issue, an issue of the utmost importance, and that is the whole question of disarmament. If you will contemplate the United States at the present moment, with our warehouses bursting with food, with food actually rotting at many places within our borders, with raw material unmarketable, with our shelves overcrowded with textiles, and if you will contemplate Europe today, short of food, unable to clothe its people, and if you will contemplate at the same moment that this Government is expending a sum annually more than would be required to set the whole processes of business afloat, you may be able to come to a very trite question: Why impose upon us, the business community, a burden of five hundred millions of dol-

lars a year in taxation, and at the same time ask us to restore the processes of business upon which the vital life of our own people must be maintained?

"In all these questions there is involved deeply the problem of taxation, and unless we can have more sanity in the whole relationship as to armament, we have but little hope of finding from our community that surplus of resources with which we can upbuild Europe. (Applause.)

Food for Starving Children

"There is a matter also that I am taking the liberty of this occasion merely to mention to you, a matter that is dear to my heart and to the hearts of our whole country.

"Throughout the period of this war, from 1914 down to today, the great American associations engaged in American charity in Europe have given special care to children. It is but a moderate computation to say that in these last six and a half years these great American associations have preserved the lives of upward of 15,000,000 children; that we have given to Europe life for life of every man that has died upon the battlefield, and today that burden is still upon our shoulders. The task is in the main completed. We still have to carry the welfare of three and a half millions of children upon American charity.

"The very things that have produced an economic depression to you in your business have also given to those associations great financial difficulties, and unless they can find the resources with which to supply these children with the necessary margin of food upon which they are to survive, they will need be turned into the streets within the next sixty days.

Importance of the Service

"I do not know whether our business community has ever contemplated the economic importance of the continuation of that service; that here is the one lone helping hand being extended to Europe; here are our real Ambassadors of Peace in three and a half millions of children, stretching from the Baltic to the Mediterranean, and here are the advance agents of good-will upon which American Commerce must be built.

"You cannot contemplate the shock that will come to the American people in regard to Europe, nor in fact the shock to our own children of three generations, if we are to turn this mass of helpless humanity into the streets.

MR. MCHUGH MAKES AN IMPORTANT ANNOUNCEMENT

I do not wish to burden you with this story, I only wish at this time to put before you the fact that here is a service which is a National service, which must be carried by every man and every woman in the United States if we would not only protect American honor and American credit, but if we wish to do the equal service of that people of comparative prosperity who can extend to helpless Europe that great service of relieving and maintaining human existence. (Great applause.)

Mr. McHugh Speaks

Announces the Officers of the Foreign Financing Corporation

Chairman Breed then introduced Mr. McHugh, who was warmly received by the Council.

"No appeal that Mr. Hoover has ever backed has failed," said Mr. Breed, "and I am sure that this one will not fail by reason of any inaction on the part of the merchants of New York. (Applause.)"

The Foreign Financing Corporation

"In the year 1919 Congress passed an Amendment to the Federal Reserve Act known as the Edge Law. Under this Amendment National banks were authorized to invest up to 10 per cent of their capital and surplus in a corporation organized under the Federal Reserve Act or under the banking laws of any State, chiefly engaged in international or foreign business.

"You will, therefore, see that this act made possible the rendering of some assistance at this particular crisis, and the business men and bankers of America have not disregarded the power or the suggestion contained in the Act.

"The Chamber of Commerce of the United States, in cooperation with the American Bankers' Association, as I understand, organized a committee, and that committee has had several meetings and received plans and suggestions with the respect to the organization of such an International Banking Corporation, and they named our next speaker as Chairman of that Committee.

Mr. McHugh Introduced.

"I have the great pleasure of introducing Mr. John McHugh, Vice-President of the Mechanics and Metals National Bank of New York, and also Chairman of that Committee." (Loud and prolonged applause.)

Mr. McHugh commanded the close attention of his hearers.

"Mr. Chairman and Gentlemen of The Merchants' Association," he said:

"Owing to the short time at my disposal in which to tell you of this undertaking which I am sure you all recognize as one of magnitude and very great importance, I must, as a matter of necessity, confine myself to the more essential facts and avoid as much as possible unnecessary detail.

"I will, however, endeavor to observe a logical sequence in the presentation of these essential facts, and in order to do so I must ask you to go with me back to the time immediately preceding the outbreak of the war in 1914; consider briefly with me our international status at that time, the causes originating then and leading up to and resulting in our present conditions, and what is proposed as a remedy for these conditions.

Debtors in 1914

"Prior to the outbreak of the war in 1914 we were a debtor among the nations of the world in an amount approximating four billions of dollars. We had no unified banking system. Neither did we have any adequate equipment to finance our foreign trade. Such foreign trade as we then had was financed through London. The pound sterling was the currency of international commerce.

"England, on the other hand, at that time was a creditor among the nations of the world to the amount of approximately fifteen billions of dollars as compared with our position as a debtor to the amount of approximately four billions of dollars. England had developed a wonderful and wholly adequate system for financing its foreign trade, whether it called for long or short-time credits.

Allies Turned to Us

"When the war broke out, England and her Allies turned to us for foodstuffs, munitions, the materials with which to make munitions, and many other things which they then needed. They could not spare us goods in return, so they commenced by paying us in gold; then they sold back to us the securities of ours which they held, and later they borrowed from us on their Government credit. Other countries formerly the customers of the warring nations also turned to us for the things they needed. Their purchases from us

were financed in the customary way, but involved the extension of a certain amount of credit by us to them.

What the War Did

"When we entered the war in 1917, our indebtedness of approximately four billions of dollars had been liquidated. The demand for our goods continued and greatly increased. The output of our factories and mills, and the production of our farms and mines were greatly stimulated to meet and supply that demand. Our Government loaned England and other governments during the next two years approximately ten billions of dollars with which to enable them to pay our people for the things they purchased from us. When the war came to an end, our Government ceased loaning to other governments, but our export trade continued. The people of some of the other countries were not producing and they needed the things that we could spare. Indeed, in the year and a half after the armistice we sold more goods abroad than in any other like period.

No Comprehensive System

"As the people of other countries did not have the assistance of our Government as they had had heretofore, to enable them to make purchases from us, the burden of financing these purchases fell on individual exporters, manufacturers and bankers who, directly and indirectly through their customers, furnished the funds. Every one interested in export trade contributed to the financing of it, but no adequate or comprehensive system was adopted.

Our Funds at a Premium

"It is estimated that the export trade thus financed has resulted in an outstanding indebtedness to us amounting in the aggregate at this time to about four billions of dollars. American funds naturally went to a premium not alone in Europe, but elsewhere throughout the world, so that as measured in the currency of other nations the price of American funds became almost prohibitive. Our exporters, our manufacturers and our bankers cannot prudently extend further credits to their foreign customers, and the latter cannot materially reduce their indebtedness to our people or continue to purchase from us, notwithstanding they are sorely in need of our surplus. We cannot supply them with that surplus for the reason that we have no adequate financial machinery to pay the producer here and carry

WHAT FOREIGN TRADE FINANCING CORPORATION DOES

the purchaser abroad. Our factories are closing down, people are gradually being thrown out of employment, and the demand for many of our commodities is very greatly increased. A certain amount of readjustment is desirable, but surely an adjustment that results in paralysis of trade and great depression is to be avoided.

Financial Machinery Needed

"A remedy is to be found in providing financial machinery that will enable us of this country to extend long-time loans of American funds to those of other countries to whom we can safely loan, whether they be in South America, Europe, the Orient, or elsewhere. To help the people of Europe to employ their labor, to help them to again take up the constructive work of civilization where it was left off to take up the destructive work of war (if it can be done with safety, as I believe it can be in many cases), will, I am sure, be fully justified by the developments of the future. (Applause.)

The Foreign Trade Financing Corporation

"The remedy is to be found in the organization of the Foreign Trade Financing Corporation, through the unanimity of effort and cooperation of the bankers, business men and others of this country. It is proposed to organize this corporation under the Edge Act, which is an amendment to the Federal Reserve Act. National Banks, State Banks of some of the States, corporations when owned chiefly by American citizens, and individuals, may, under the law, become its stockholders. It is proposed to organize it with a capital of one hundred millions of dollars. It will have, under the law, a debenture issuing ability of one billion dollars. It is proposed that the corporation shall offer its debentures to the public, and use the proceeds to finance the foreign trade of this country. It is proposed that this corporation shall not in any way interfere with the business of our commercial banks. Indeed, on the contrary, it is proposed to aid and supplement them. While it may, under the law, purchase bills from exporters, manufacturers and others, its chief function will be to make long-time loans which the commercial banks should not undertake to do. By making these long-time loans it will render invaluable assistance to the exporter, manufacturer and producer by relieving the commercial banks of the necessity of carrying for them what are

in fact long-time credits in short-time form. It is proposed that the management of the corporation shall be representative of the entire country and the various interests of the country. It is proposed to operate it in a prudent and careful way. The corporation will be

MR. JOHN McHUGH



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Chairman of the Foreign Trade Financing Corporation Organization Committee Announced Its Officers

under the supervision of the Federal Reserve Board, which supervises our Federal Reserve Bank System. It is confidently believed that it will prove as helpful in financing our customers abroad as the Federal Reserve System has proved helpful in coordinating our banking system and financing our domestic commerce. Its operations will be confined to no single country or continent, but will extend wherever American trade extends. It is believed that it will prove a great instrumentality of international welfare, and it is believed that it can exert a greater compelling influence for good among other nations by reason of the fact that it is a business organization that can be hoped for from political sources.

Launched in Chicago

"The proposal to organize this great corporation is the outgrowth and rec-

ommendation of a very successful meeting held in Chicago in December, and attended by 500 representatives of the banking, industrial and agricultural interests of the country. The meeting was called at the instance of the American Bankers' Association and with the approval of the Committees of the Chamber of Commerce of the United States, the National Foreign Trade Council and the Associations of the exporters and manufacturers of the country. An Organization Committee of thirty members, many of whom are well and favorably known to the country, was appointed and authorized to proceed with the organization. That Committee, and the various sub-committees thereof have been actively and continuously at work since that time. A prospectus is now in print and ready to be made public. A well organized and systematic campaign will be undertaken at once to raise the capital and bring the corporation into existence with the least possible delay." (Applause.)

Officers of Financing Corporation

"At a meeting of the Organization Committee of the Foreign Financing Corporation yesterday I was authorized to publicly announce that the very best possible official staff to which to entrust the management of the Corporation's affairs shall be selected and that the Presidency of the Corporation, if and when organized, will be tendered to Mr. W. P. G. Harding, of Birmingham, Alabama, the present very able and distinguished Governor of the Federal Reserve Board, who has served the country in that position with marked ability and courage, and with great credit to himself. We believe that no better selection could possibly be made, and while it is true that he can be ill-spared from the position he now occupies, still we believe that the maximum of pressure on the system has passed and that he will see an opportunity for still greater service to the country in this undertaking. (Applause.)

Mr. Kent as Adviser

"I am also authorized to announce that Mr. Fred I. Kent, Vice-President of the Bankers Trust Company, had agreed to serve the Corporation in an advisory capacity.

"I am further authorized to announce that Mr. Jerome Thralls will be tendered a position as one of the Executive Vice-Presidents of the Corporation. Mr. Thralls is recognized as a very able and competent executive, and has served with

CONFIDENT AMERICAN BUSINESS WILL RECUPERATE

marked ability as Secretary and Treasurer of the Discount Corporation of New York.

"On the records of these gentlemen (and others whom the Board of Directors will select as their assistants) into whose hands the executive management of the affairs will be entrusted; in the firm belief that the organization of this corporation will furnish a very much needed piece of financial machinery, we will at once take up the campaign to raise its capital, confident in the hope that the business men, bankers and producers generally will respond with enthusiasm, and that by that response a grasp and understanding of the needs of this country, if we are to maintain and further develop the markets of the world which have been opened up to us as one of the results of the recent war. (Great applause.)

Mr. A. C. Bedford

*Head of Standard Oil Company
Is Optimistic for Future*

When the applause that followed Mr. McHugh's speech had ended, Chairman Breed introduced Mr. A. C. Bedford.

"Gentlemen," said Mr. Breed, "I think you will agree with me that the announcement that has been made here today of the proposal to organize this corporation and the personnel to head it is alone sufficient to make this meeting a memorable one in the history of the country.

Calls on Mr. Bedford

"The next speaker has spoken here once before and made a hit. As a matter of fact, he bears simply the title of Chairman of the Board of Directors of the Standard Oil Company of New Jersey. Incidentally, he has had something to do with foreign trade for quite a few years. He is also the Vice-President of the International Chamber of Commerce, which, I wish to call to your attention, is one of the great achievements of the past year. This organization was developed out of a conference held here in America in October, 1919, and finally perfected in June, 1920, in Paris.

"Mr. Bedford is the Vice-President of that new organization and was one of the leading spirits behind its organization. It is bound to be of great benefit in establishing, perfecting and developing the international relations between

this and other countries who become part of its membership. Mr. Bedford!"

Mr. Bedford's Speech

The Council rose with applause to greet Mr. Bedford, who said:

"Mr. Chairman and Gentlemen of The Merchants' Association: I am sure it

MR. A. C. BEDFORD



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Standard Oil Head Expressed Full Confidence in Ability of American Business to Solve Problems

seems to most of you gentlemen, as it does to me, somewhat superfluous in view of the two distinguished gentlemen who have spoken to you, to inflict another speaker upon this audience. I can only assure you that the chief merit of what I may have to say will be that it will at least have the virtue of brevity.

"As Mr. Breed has said, it was my privilege to attend a meeting of the Board of Directors of the International Chamber of Commerce in Paris last fall and to talk somewhat intimately with the statesmen and business men of Europe. Like all of you, I have also been more or less in touch with the business situation at home, and have, of course, as we all have been, been deeply concerned over the present world-wide trade depression. Several conclusions are somewhat uppermost in my mind.

"First, that before the people can again resume their normal march of progress real peace must be estab-

lished and economic equilibrium reestablished.

An Appeal to Business

"Now that the tragic consequences of War stand finally revealed to a somewhat disillusioned world; now that bubbles of inflation and false prosperity are bursting, the world turns to Business as the real bulwark of civilization and as the one force which can start the wheels of progress going full speed again.

"By reference to Business I do not refer merely to 'Big Business.' My thought is of all men who participate in the processes of production and trade, whether as leaders of great corporations or as workmen in the factories, in the mines, or in the fields.

"The extent to which the devices of statesmanship must in the final analysis stand the test of commerce was very aptly expressed by the Right Hon. Reginald McKenna, formerly Chancellor of the Exchequer of the British Empire, before the University of Manchester, November 17, 1920, when he said:

"If money and exchange had been understood by those who framed the indemnity clauses of the Peace Treaty, the substance of an indemnity would not have been abandoned for the shadow of untold millions. A large section of the public is still mystified by our inability to extract these millions, but the lesson must be learned that the wealth of a nation, and its power to pay, are not to be found in the pockets of the people, but in the mine, the factory, and the workshop, and in its national power of production."

The Supreme Problem

"The supreme problem of the world today is how to obtain maximum efficiency in production and distribution of material and goods of which the world is in such sore need. If we could solve this problem the wheels of industry throughout the world would hum as never before, the imminence of starvation and death would be lifted from the lives of millions of people, and civilization would move forward with stability and confidence.

"To secure this result is the chief ambition of statesmen. But to attain it will require nothing less than that statesmanship shall accept the advice and cooperation of the concentrated wisdom and effort of Business.

AMERICA IS NOW CREDITOR FOR TWENTY BILLIONS

"Business men of the whole world are becoming conscious of the necessity of developing effective means for determining and expressing the views which the widest business experience shows are in the common interest. I was interested to read, a few days ago, a speech delivered by the Prime Minister of Great Britain, Mr. Lloyd George, who, addressing on December 1 a gathering of the Federation of British Industries, said, among other things:

"It is very important that the Government should have a body coming to it which speaks on behalf of business as a whole and not as a part. Therefore, I am glad that the great business community, the directing brains of industry, are federating, combining and coordinating, and are prepared to give common counsel to the government."

Federation of British Industries

"I have been particularly interested in studying the activities of the Federation of British Industries, an institution very like our own Chamber of Commerce of the United States. The British Federation includes practically all the substantial trades in the United Kingdom, covers every field of manufacturing energy, and numbers over 19,000 firms and establishments among its membership. It has many domestic activities, but as an English newspaper recently described its functions:

"Its normal and constant aim is to examine, enlarge and safeguard the market for British products at home and abroad.

"It seeks to do this by bringing producers and consumers into close touch with one another, by facilitating and promoting smooth relations between manufacturers and government offices, and by encouraging technical and scientific research. Before the war we used to hear much of the Central Intelligence Department and Educational Establishment maintained by the leaders of German industry. Why, it was often asked, do not English manufacturers combine for the same purpose?

"That is one of the things the Federation is doing. It brings together the results of individual experiment and study and endeavors to make them available for all who are engaged in British industry. The Army of Industry, like other

armies, requires its thinking section, and this the Federation of British Industry hopes to provide.

"We live in an era of mass production and mass distribution; the movement is too vast to be dealt with effectively on the old lines of pure individualism and unregulated competition. The Federation of British Industries is not a 'Trust,' but it furnishes its members with some of the advantages and opportunities which the big capitalistic groups obtain for themselves by their own size and richness. It does, in fact, apply to industrial production the health and promising principles of cooperation, wherein perhaps lies the ultimate solution of capital and labor alike."

"Is there not a suggestion to America and American business men in the foregoing passages?

Conditions in Europe

"I have had opportunity recently to visit Europe to attend a meeting of Directors of the International Chamber of Commerce, and to talk somewhat intimately with the statesmen and business men of that perplexed and harassed continent. I have likewise kept in touch with the business situation in the United States, and have, of course, been deeply concerned, as have all business men, over the present world-wide manifestations of trade depression. As a result of these experiences, several conclusions are uppermost in my mind:

"(1) *That before the people can again resume their normal march of progress, real Peace must be established and the economic equilibrium of the world re-established.*

"That means that the whole of Central Europe shall be restored to its place as a producer and a consumer—with harmonious relations within its own boundaries and with reciprocal relations with the rest of the world.

"Peace among nations can have no more powerful basis than commerce conducted in a spirit of cooperation and fair dealing. Modern wars have often been the result of economic conditions. Business men know that trade cannot be one-sided. They understand from practical experience the value, even the necessity, of reciprocity.

Expenses Must Come Down

"(2) *The second requirement necessary to economic stability is a radical, sweep-*

ing reduction in Government expenditure. The former Chancellor of the British Exchequer recently expressed his opinion that 'in almost every country excessive government expenditure is the main factor in forcing up prices.' Governments the world over, because of the emergency of war, have embarked upon the conduct of Business. The disastrous results, the enormous waste and extravagance of this policy, have been evident to every business man in the United States and to every business man in Europe.

"It is imperative that all governments exercise most rigid economies. They must forego costly experiments in conducting business and leave the business of the world to be done by business men, governed by the basic laws of trade, the laws of fair and free competition. Economic laws govern commerce, and any attempt on the part of a government to take over business and to conduct it supported by artificial laws of monopoly and restraint, or to offset inefficiency and extravagance by taxation, cannot fail to thwart progress and development.

America's Responsibility

"(3) *And the third thought which is deeply impressed upon my mind is that America has become the heart of the world's business.* She controls the very life-blood which civilization must have. It is incumbent upon American business men, with the sanction of the American Government, to work out practical expedients under which the resources of America—both moral and material—may be unleashed for the benefit of the world, not as a matter of charity but to insure our own prosperity.

"It is little realized to what extent the economic world looks to the United States. Practically all the gold produced in the world since 1914 has on balance come to American shores. We have the only free gold market in the world. The trade balances of every important nation in the world are in favor of the United States. The money of every nation in the world is at a discount in terms of the American dollar. At the recent financial conference in Brussels, trade statistics of the world, through sheer force of facts, were measured not in terms of gold, but in terms of the American unit of value.

**This Country Is Creditor for
\$20,000,000,000**

"The Allied governments owe the American Government an unfunded bal-

MR. BEDFORD PREDICTS A FUTURE OF PROSPERITY

ance of ten billion dollars. It is estimated that there is a floating credit in the United States, as against Europe, of some four billion dollars, and there is no chance whatever for at least a year or two to come the world will be able to liquidate either the interest or the principal of its obligation to the United States. As a matter of fact, the chances are that by the very momentum of forces now in motion the government and business interests of the United States will, within the next few years, be irresistibly placed in a position of creditor to the rest of the world for a full 20 billion dollars.

"These facts represent a perilous situation. They place the United States on very dizzy heights. They create problems for our business structure such as it has never had to face before. It is, perhaps, an heritage beyond our greatest dreams, and the problem is, how shall we use it?"

Business Situation at Home

"And may I just here indicate to you something of the situation which confronts American business?"

"A very careful analysis to which I have had access, of the increase in the physical production of the United States, shows that during the period from 1910 to 1919, whereas our population increased only 13½ per cent, the mining and manufacturing activities of the country increased more than 30 per cent. Of course, our consuming capacity has increased, but not so much as our output. During the war our plant capacity was fully occupied, and was under the most intense pressure to produce war material. Immediately following the armistice there was a great movement of our products to Europe, financed largely with floating credits.

Foreign Demand Abating

"At the present time, the physical volume of our foreign balance is falling off rapidly, and even at the high prices of 1920 the balance of foreign trade, expressed in dollars, was for the year 1920, 52 per cent lower than 1919.

"The peak of the demand is clearly past. Foreign orders have been greatly reduced, domestic demand curtailed, and much of the productive capacity of our country is either not being utilized at all, or only on a part-time basis.

"But there is an anchor to windward which we have never had at the end of other periods of prosperity. On past occasions the other nations of the world

were also overstocked with goods. Today, however, the reduction in their demands has been brought about not by lack of need or desire for our products, but by inability to finance the purchases.

Must Find Outlet Abroad

"Undoubtedly, within a short time our natural increase in population will again overtake our productive capacity. At that time the natural laws of exchange can again determine our foreign trade balance. But today the increase in the excess of our exports over our imports seems to be the most open route to the resumption of prosperity. And such an increase can only come by financing in some satisfactory manner the purchases of foreign buyers.

"The solution of this problem must revolve around a plan of cooperation between the business men of the country, acting always with the cordial approval of our Government, such as the formation of the Foreign Trade Finance Corporation.

Not a Pessimist

"You know, as a matter of fact, business is not so bad as it is made out to be. There are 105,000,000 people in the United States who are eating three meals a day, traveling in automobiles, trolley cars, steamships and trains, wearing shoes and clothes, and otherwise comporting themselves pretty much as usual. It is true that they are showing a disposition to question the necessity for doing some of these things; they are going without new automobiles, it appears, and asking for lower prices on many articles, but is not that exactly what we have all been urging each other to do? Certainly our economists began long ago to advise us to make haste slowly.

Heroic Struggle Abroad

"I wish I could have had you with me on a recent trip through the devastated area of France. There is a country where pessimism might be excused, where death and disease took a terrible toll through four harrowing years, where the monuments to the industry of the present generation, their fathers and their forebears, in the form of cultivated lands, orchards and factories, were ruined by the thunderbolt of Mars. Yet in France a decimated people, staggering under a huge war debt, with exchange practically cutting off trade with America, has started manfully and cheerfully to rebuild. The same story

is true of the heroic efforts of the Italians, the Belgians, and other peoples seemingly crushed by the disaster brought upon them. I cannot, therefore, get very pessimistic over our situation when I compare how much better off we are than Europe, for example. In fact, I think we can feel greatly reassured in the soundness in general of American business, in that it has so far successfully withstood the strain of the tremendous shrinkage in values that has taken place. With our elevators full of wheat, our warehouses crowded with cotton, and our shelves sagging with finished goods, are not our troubles due largely to a temporary failure of the usual channels of distribution to function? When goods do not move, credits become frozen, forcing many industries into a partial or complete shutdown, and that situation, by curtailing the production of new goods, eventually breaks up the congestion.

Return of Prosperity

"If I did not believe that American business had within itself the energy, the resourcefulness, the intelligence and the power to work out successfully its inescapable part in restoring the economic stability of the world, I should be deeply concerned over the future of civilization. But, believing as I do, that American business will meet the situation, knowing, as I do, that American Business can meet it, I have complete faith in the likelihood that ere long the clouds which now hang so heavily over the world of industry will have been completely dispelled, and Prosperity will again tread the paths of Opportunity." (Great Applause.)

With the singing of the last two stanzas of "America," the meeting adjourned.

RECORD YEAR FOR PANAMA CANAL

During the calendar year of 1920, ships numbering 2,814, with a total tonnage of 10,378,000 tons, and carrying 11,236,000 tons of cargo, passed through the Panama Canal, according to an official statement made here today. This established a new high record, exceeding the traffic of the fiscal year ending June 30 last by approximately 20 per cent, and being nearly 50 per cent above that for the calendar year 1919. Tolls levied aggregated \$10, 295,000.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE UNITED STATES MUST FACE ITS RESPONSIBILITY TO THE WORLD

The dominant note which ran through the speeches made at the luncheon meeting of the Members' Council of The Merchants' Association last Wednesday was that the United States must face its responsibility to the world by using its tremendous resources and its reservoir of energy to restore normal conditions, and that it cannot shirk this obligation.

The speech made by Mr. Herbert Hoover pointed out changes to which American business men must accommodate themselves in the future. He showed that instead of being a debtor nation we were now a creditor nation, and that the only way in which our debts can be paid is by imports of commodities from abroad. He enforced the lesson that this country must learn to extend long credits and to make investments in foreign countries if stability is to be restored.

Mr. McHugh, in addition to making the important announcement of the officers of the Foreign Trade Financing Corporation, explained how the Corporation is designed to assist in bringing back stability to business and foreign trade.

Mr. Bedford analyzed the present situation and expressed full confidence that American business men would know how to meet the obligation that rests upon them.

The large attendance at the meeting indicated the unusual interest that was taken in it. The speeches are printed in full on other pages of this number of "Greater New York," and every member of The Merchants' Association, including those who attended the meeting, should not fail to study them.

WHY THE DEMAND FOR DAYLIGHT SAVING IS SO STRONG IN THE EAST

The demand for Daylight Saving in the Eastern Time Zone, which includes the territory from the Atlantic Seaboard as far west as Cleveland, is readily understood in the light of the figures of urban and rural population which have

just been made public by the United States Census Bureau. The Bureau shows that for the first time in the history of this country the population of towns and cities exceeds the population of the country districts,

The request for the additional hour of daylight comes from these centers of population, while the opposition comes from the farmers. The relative numerical strength of these two elements is shown in the following figures:

	Urban	Rural
Alabama	509,317	1,839,857
Connecticut	936,339	444,292
Delaware	120,767	102,236
Florida	355,825	612,645
Georgia	727,859	2,167,973
Maine	299,569	468,445
Maryland	369,422	580,239
Massachusetts ..	3,650,248	202,108
New Hampshire ..	279,761	163,322
New Jersey	2,482,289	673,611
New York	8,589,844	1,794,985
Ohio	3,677,136	2,082,250
Pennsylvania ...	5,607,815	3,112,202
Rhode Island	589,180	15,217
Vermont	109,976	242,452

It will be seen that in the Eastern Time Zone the rural population exceeds the urban population only in the States of Alabama, Florida, Georgia, Maine and Vermont. In all the other States, the urban population constitutes the great majority, and in the State of New York this is particularly noticeable. In this State, 1,794,985 persons live in the rural districts, and 8,589,844 live in the cities, towns and villages.

The figures from the Census Bureau make it evident that if the wishes of the majority are to be observed, Daylight Saving in the Eastern Time Zone will be established by Congress.

In the State of New York, the disparity between the urban and rural populations is so great that there should be no question of the right of City dwellers to have the extra daylight hour if they want it.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Planning Hard Campaign for Daylight Saving

Special Committee Meets to Consider Plans for Preserving the Extra Daylight Hour for Five Months in the Eastern Time Zone—Strong Sentiment Shown in Action Taken by Commercial Organizations—New Rochelle City Council Opposes Repeal of Law

A meeting of The Merchants' Association's Special Committee on Daylight Saving was held last Thursday to consider the method and extent of further activities to prevent the repeal of the State Daylight Saving Law, as well as to secure the enactment of the Edge-Ackerman Bill to restore daylight saving in the eastern time zone.

The Daylight Saving Committee

The members of the Daylight Saving Committee are as follows:

Mr. Waldo H. Marshall, Chairman, T. A. Gillespie and Company.

Mr. Samuel A. Weldon, Cashier of the First National Bank

Mr. George Gordon Battle

Mr. Arthur Lehman, Lehman Brothers

Mr. E. C. Thayer, Claflin Thayer and Company

Mr. Robert W. Boise, Paul Uhlich and Company

Mr. Samuel A. Lewisohn, Adolph Lewisohn and Sons

Mr. Sidney M. Colgate, Treasurer of Colgate and Company

Mr. Leopold Plaut, President of the Black and Boyd Manufacturing Company

Mr. Henry A. Caesar

Mr. Percy S. Straus, R. H. Macy and Company, Incorporated

Mr. Walter Stabler, Comptroller of the Metropolitan Life Insurance Company

Mr. Mortimer L. Schiff, Kuhn, Loeb and Company

Mr. William Rosenbaum, Secretary-Treasurer of the National Cloak and Suit Company

Mr. Edward M. C. Tower, President of Smith and Kaufmann, Incorporated.

Organizations for Daylight

A number of additional letters from organizations which are working for daylight saving have been received.

Mr. Raymond V. Ingersoll, Secretary of The City Club of New York, writes as follows:

"You need have no misgivings, I think, about our continued interest in daylight saving. I note that several daylight saving repeal bills have now been introduced. I shall bring the matter up at a meeting of our Trustees next

Wednesday and expect to get authorization to vigorously oppose the repeal. In our communications with the Legislature in connection with the subject we will probably express on the other hand approval of the plan to reduce the period of daylight saving to five months."

Mr. F. D. E. Babcock, General Secretary of the Chamber of Commerce of Worcester, Massachusetts, says:

"I am pleased to inform you that at a meeting of the Board of Directors of the Worcester Chamber of Commerce held Tuesday, January 11, an unanimous favorable vote was taken urging the passing of the Ackerman Daylight Saving Bill, H. R. 11390.

"Hon. Samuel E. Winslow, who is a member of that Committee and the Representative from our Congressional District, has also been notified of the action of our Board."

Ratified in Philadelphia

Mr. George W. B. Hicks, Secretary of the Industrial Relations Committee of the Philadelphia Chamber of Commerce, says:

"Your letter addressed to Mr. N. B. Kelly, dated January 5th, regarding the subject of 'Daylight Saving,' is at hand. I beg to state that this matter was taken up by the Industrial Relations Committee and endorsed, and at their request, the endorsement was ratified by the Philadelphia Chamber of Commerce."

Mr. Carroll R. Woods, Secretary-Manager, Chamber of Commerce of Bluefield, West Virginia, says:

"I am glad to advise you that the Bluefield Chamber of Commerce has gone on record in favor of the Daylight Saving Act for the eastern time zone. I have been instructed to communicate the position of this organization to our Senators and Representatives in Congress. This organization is convinced that the sentiment in this section of the country is overwhelmingly in favor of this progressive measure."

The Chamber of Commerce of Somerville, New Jersey, has written as follows to Senator Frelinghuysen of New Jersey:

"Senator Edge's bill, S. 3670, to provide for Daylight Saving Time within the Eastern time zone was discussed at our regular chamber meeting on Janu-

ary 12. Since you are a member of the Senate Committee on Interstate Commerce, before which this bill is now pending, I am directed to write you urging your support of this bill.

"A referendum recently taken by our members among their employees, and among the members themselves, revealed an almost unanimity in favor of daylight saving."

From Members of the Legislature

Assemblyman Leon G. Moses of Brooklyn, has replied to the letter sent to him by The Merchants' Association as follows:

"I have read with considerable interest your letter of the 4th of January, with reference to Daylight Saving legislation, and am very much in accord with the sentiments expressed in that letter, and assure you that I shall lend every assistance to retain the Daylight Saving law with suggested amendments."

Assemblyman Nathan Lieberman of Manhattan, writes:

"I have received your communication with reference to the Daylight Saving Law and assure you that when the matter comes before the Legislature, it shall receive the consideration with due regard for the interests of the City of New York."

New Rochelle Council Acts

The City Council of New Rochelle has sent to The Merchants' Association the following transcript from its minutes:

"On motion of Councilman Gardner, seconded by Councilman Zauner, the following resolution was adopted. The roll call showing the following vote:

"Ayes: Councilman Ferrara, Gardner, Koch, MacDonald, McGill, Maves, O'Brien, Zauner.

"Nays: None.

"Whereas, It has come to the public notice that it is proposed to repeal the Daylight Saving Law in the State of New York; and

"Whereas, The said Daylight Saving Law, in the opinion of this Council, is one of the most progressive and beneficial laws ever enacted for the general welfare of the American people; now, therefore, be it

"Resolved, That the Council of the City of New Rochelle, urge our Repre-

GREAT OPPOSITION TO DAYLIGHT SAVING REPEAL

sentatives in the Assembly and Senate to use all their efforts to defeat any attempt to repeal the Daylight Saving Law, inasmuch as such repeal would be unwise, reactionary and against the best interest of the American people as a whole; and be it further

"Resolved, That a copy of this resolution be sent to our Representatives at Albany."

From the Chamber of Commerce

Mr. Ralph Morrow, Secretary of the Chamber of Commerce of New Rochelle, New York:

"I beg to inform you that the New Rochelle Chamber of Commerce, by its Board of Directors, has responded to your organization's kind invitation to cooperate in securing the passage of the measure for Daylight Saving for the Eastern Time Zone by unanimously deciding that this Association should communicate at once with our representatives in the Congress urging that by their voice, vote and influence they hasten the passage of this very important measure."

Mr. Leo Tiefenthaler, Civic Secretary of the City Club of Milwaukee, Wisconsin:

"I wish to thank you for your courteous reply to our wire of January 5. We are endeavoring to secure daylight saving for Milwaukee for the present year. We find it advisable to do this through a referendum vote. Preliminary to that an initiative is necessary. This requires a petition of approximately 19,000 signatures. The City Club Committee on Daylight Saving is at present engaged in securing these signatures."

To a Member of Assembly

Mr. Robert W. Boise, of Paul Uhlich and Company, Incorporated, 11 Cliff Street, has sent the following letter to a prominent member of the Assembly:

"You have no doubt received copy of a letter from The Merchants' Association with regard to the possible repeal of the existing Daylight Saving Law.

"If you have given this matter any thought at all and if you have come in contact with any of those who have been most benefited by this arrangement, (and I assure you that they are legion) I sincerely hope that you have found it possible to change the views which you expressed to me at our meeting last December in connection therewith.

"Practically every organization having the welfare of the various communities at heart, not only in New York

City but in every urban centre of population, have gone on record as favoring this Law.

"Furthermore, with the amendments as proposed, namely, the limiting it to five instead of seven months, most of the objections of our farming population will have been eliminated.

"The matter is so clearly and so definitely and statistically set forth in the letter from The Merchants' Association that nothing could be added thereto, but I have assumed the privilege of a valued acquaintance with you to ask if you cannot conscientiously oppose the expected repeal."

Mr. Adler Says There Will Be Time

Assemblyman Simon L. Adler, Leader of the Majority in the lower branch of the Legislature, says:

"I am duly in receipt of your letter of January 4th in reference to legislation in connection with daylight saving. Some action will doubtless be taken during this session on the subject. That legislation has not yet been framed and we will have plenty of time to discuss it further before the bills come up for action by the Legislature."

Mr. Mayo Fesler, Secretary of the Brooklyn Chamber of Commerce, writes:

"We endorsed your program on Daylight Saving some time ago, and we will be glad to back up the efforts of The Merchants' Association of New York by sending a letter to all members of the General Assembly."

Mr. M. C. Bunyan, Secretary of the Board of Trade of Jamaica, writes:

"As suggested in your recent communication, the Board of Directors of this body at a meeting held on January 6th adopted a resolution endorsing the Daylight Saving Law with amendments as suggested in your letter and the Senators and Representatives from this district have been notified."

Mr. Nelson Gray, Executive Secretary of the Corset Manufacturers' Association, says:

"As suggested by you in yours of the 4th instant, we have written our members asking those of them who favor Daylight Saving to communicate direct with their Senators and Assemblymen on the subject."

Endorsed in Baltimore

Mr. William H. Haywood, President of the Baltimore Chamber of Commerce, writes:

"This matter was considered by our

Board at its session yesterday, and we have taken pleasure in endorsing this Bill, and are requesting our Senators and Representatives in Congress to do what they can in aiding its passage."

Mr. William H. Hart, Secretary of the Board of Trade of Amsterdam, New York, says:

"Our organization is greatly interested in the Daylight Saving proposition and would be glad to assist The Merchants' Association to the best of its ability in preventing a repeal to the State Daylight Saving Law. We have adopted resolutions against the repeal, but favor an amendment so that the law will only cover five months. We have asked the local labor organizations to pass similar resolutions and any further suggestions as to what we can do will be gladly received. In case hearings are held at Albany our organization would be glad to send a delegation to appear before a Senate or Assembly committee."

Mr. Walker Delighted

Mr. Amasa Walker, a member of The Merchants' Association, writes as follows:

"I am delighted by the stand which you have taken on daylight saving and by your efforts to secure passage of a bill through Congress to make it legal throughout the eastern time zone.

"All of the objections, I notice, are laid on the farmers, but I have been told on what seemed to me to be pretty good authority, that the real head and front of the opposition comes from the moving picture theater interests, which object because they fear their seven o'clock show will be lightly attended. If this be true, it seems to me that it would be your duty to let the people know that such opposition exists, for then public sentiment would have a chance to show itself."

NATIONAL CHAMBER'S NINTH MEETING

The ninth annual meeting of the Chamber of Commerce of the United States will take place in Atlantic City on April 27-29.

"BLOOMINGTON BUSINESS"

The Chamber of Commerce of Bloomington, Indiana, has begun the publication of a monthly bulletin entitled "Bloomington Business."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Opposition to St. Lawrence Canal Is Not Selfish

Explanation Sent to Western Critics Shows that the Proposed Waterway Could not Possibly Meet the Expectations of Its Advocates, that It Would Prove Expensive to Shippers and Would Involve an Initial Government Outlay of \$600,000,000

The Merchants' Association has received a number of letters from western cities intimating that its opposition to the St. Lawrence Ship Canal project arises from selfish motives. In order to dispel this charge and to reveal the real grounds for its position, it has prepared a concise memorandum which it is sending to critical advocates of the proposed waterway.

Memorandum of Reasons

This memorandum, which is signed by President William Fellowes Morgan, reads as follows:

"We have received from various business organizations and individuals in the Central and Northwestern States, protests against our position in opposition to the St. Lawrence Ship Canal project.

"Our correspondents assume that this project, if realized, will greatly benefit a large part of the Nation, and that opposition to it proceeds from selfish motives.

"The Merchants' Association of New York is not opposing this undertaking from any selfish reason. On the contrary, we oppose it because we believe it is both impracticable and wasteful and because it would saddle a tremendous outlay upon the people of the United States without adequate return.

"Instead of being more economical, the use of ocean-going vessels directly from lake ports to foreign points would be extremely wasteful.

"It would require the deepening of the lake harbors at a cost of at least \$100,000,000.

"It would add enormously to the cost of insurance.

"It would require the employment of nearly double the number of men needed on lake carriers.

"It would consume more time in transit than is now required during which expenses would continue.

"It would involve the expenditure of \$500,000,000 for the improvement of the St. Lawrence River for the development of electric power, of which only one-fifth would belong to the United States.

"This country would be required to pay \$300,000,000 of the \$600,

000,000 outlay involved and the State of New York would be called upon to pay 40 per cent of this sum, while the States which are advocating the plan would be called upon to pay only 10 per cent.

"The essential propositions upon which the project is based is as follows:

I.

The St. Lawrence Canal project will materially reduce the cost of transportation between Great Lake Ports and Foreign Ports.

"This proposition cannot be sustained for the following among other reasons:

"Carriage by the St. Lawrence route must be throughout by means of ocean-going vessels. Carriage via Lakes and Erie Canal is by means of a special type of vessel, adapted only for lake navigation and by canal barges.

"In respect of Investment Cost; Ratio of Cargo Capacity to Gross Tonnage; Actual as Compared with Nominal Cargo Capacity; Number of Crew, their Wages and Subsistence; Insurance Charges, etc., the lake carrier is far more economical than the ocean carrier; and the economy of the canal carrier is still greater.

Figures of Cost

"The differences in these factors of cost stated below are derived from a formal statement made by Mr. Adam E. Cornelius of the firm of Boland & Cornelius, Buffalo, N. Y., large owners of modern lake vessels, and likewise interested in ocean transportation.

"A lake carrier of the best type, adapted for grain, coal or ore, has an average cargo capacity of 8,000 tons, and a maximum draft limited to 20 to 21 feet by the depth of lake harbors, which is 22 feet. Such a vessel is specially designed to afford the maximum ratio of cargo capacity relative to gross tonnage; but the design which admits this desirable and highly economical result makes the vessel structurally unsuited to withstand the much greater strains and stresses of ocean navigation. A deep-sea ship must have a different and deeper model; a different emplacement of machinery; more space for coal, more space for crew; and be stiffer and of more expensive construction.

"To afford 8,000 tons cargo capacity,

therefore, the gross tonnage of the deep-sea ship must materially exceed that of the lake carrier of equal cargo capacity; and the investment cost will be correspondingly increased.

Deep Sea Draft

"Such a deep-sea vessel, of the model necessary to afford required stability and withstand ocean storms, will have a draft when loaded of 30 to 35 feet. She cannot enter the lake harbors unless her draft be reduced to 20 or 21 feet, which can only be done by reducing her cargo from 8,000 tons to 6,000 tons.

"The average cost of a Great Lakes grain or ore carrier having a cargo capacity of 8,000 tons is \$35 to \$40 per ton of capacity.

"The average cost of an ocean carrier of the same cargo capacity is \$150 to \$200 per ton of capacity; and such an ocean carrier can utilize upon the Great Lakes only three-fourths of its cargo capacity, unless lake harbors are deepened to at least 30 feet, at a cost the lowest estimate of which exceeds \$100,000,000.

"The lake carrier is operated with a crew of 30 men; the ocean carrier requires 50 men.

"The disparity in insurance costs is very great. The annual insurance cost of the lake vessel, on the basis of \$500,000 value, at the rates of 1920, would be about \$15,000. The annual insurance cost of the ocean carrier, costing from three to four times as much, would be at least \$45,000 to \$50,000, if the rates were identical.

"But the rates are very far from identical.

A Dangerous Route

"A part of the St. Lawrence route is through the Gulf of St. Lawrence, the most dangerous waters for shipping upon the American Continent. Marine disasters in those waters are extremely numerous, and insurance charges upon vessels passing thereon are correspondingly heavy. These rates must be paid upon vessels passing between Great Lake ports and British ports. As supplied by Mr. George Clinton, of Buffalo, they compare as follows with the rates via New York:

UN SOUNDNESS OF THE ST. LAWRENCE PROJECT IS SHOWN

"From New York to British Ports, per \$100, entire year.....	12 1/2 cts.
"From Montreal to British Ports: From opening to October 15, per \$100	27 1/2
From October 15 to October 31, per \$100	32 1/2
From November 1 to November 15, per \$100.....	42 1/2
From November 15 to Novem- ber 25, per \$100.....	55

"Thus the St. Lawrence route im-poses insurance rates, as to the ocean part of the route, from more than twice to more than four times as great as those borne by the competing route; and it pays those rates upon ocean ves-sels which cost from three to four times the cost of lake vessels.

"There is, of course, a similar dis-parity in the cost of cargo insurance.

"The excessive cost of insurance by the St. Lawrence has by actual experi-ment been demonstrated to be prohibi-tive. In 1891 Charles Councilman, of Chicago, built four steamships to ply directly between that city and Manches-ter, on the assumption that by moving the entire distance without breaking bulk, thus avoiding elevator and trans-fer charges at Buffalo and New York, a material saving could be effected.

"The estimates of assumed cost were not sustained. The additional cost of insurance so far exceeded the saving se-cured by the elimination of transfer charges, that the vessels could not be profitably operated and could not com-pete with the Lake and Erie Canal Route; and the line was therefore aban-doned.

"Since that date the cost of move-ment via Lake and Erie Canal has ma-terially decreased, owing to the enlarge-ment of the Canal which permits grain movement in much greater bulk and at lower cost; and to the development of greater cargo capacity in lake carriers, with large resultant economies.

Do Not Help Ocean Carriers

"None of these economies, however, inure to the benefit of ocean carriers navigating the Great Lakes, and the latter are now under greater relative disability, from higher costs, than they were about 1891, when the Councilman experiment failed because the St. Law-rence was found to be more costly than the Erie Canal route, despite the trans-fer charges incident to the latter.

"There are other factors of disability

applying to the St. Lawrence which we will simply state without discussing them in detail. Among them are:

"Time lost in river and canal, owing to slow movement, during which nearly full costs continue;

"Dangers to large ocean ships in narrow and winding waterways;

"Extra insurance costs arising therefrom;

"Extra coaling costs at Montreal;

"Slower and more costly loading and unloading caused by the struc-tural necessities of ocean vessels;

"Uncertainty of return cargoes.

II.

The St. Lawrence Canal project will make available for industrial purposes a great volume of hydro-electric power, by which the United States will be greatly benefited.

"This proposition assumes great in-dustrial benefits from the production of hydro-electric power.

"These are very commonly overesti-mated.

"With coal at its normal cost, electric power can be and is generated by steam in the largest modern plants at a cost of less than one-half cent per k.w. hour. All costs beyond that are costs of dis-tribution.

"Water-power generation can effect no saving except within that one-half cent limit. Against that possible saving must be set off the extraordinary costs of long-distance, high-tension distribu-tion.

"It is far from demonstrated that centralized hydro-electric production on a great scale, for distribution of current over a wide area, is an economic sav-ing. In Canada many manufacturing establishments and municipalities which are dependent upon Niagara power, are suffering severely from bad distribution, and are sustaining losses from interrup-tion to their business, which far ex-ceed the savings from low rates for cur-rent. Throughout Ontario the develop-ment of local electric plants has been paralyzed by the actual or potential com-petition of a centralized plant, which sells current at low rates, but does not deliver it as needed.

Ontario and Quebec

"Ontario, having the assumed bene-fits of centralized hydro-electric pro-duction at low rates (the actual cost be-ing much obscured) and suffering from severe evils incident to difficulties of

long distance distribution, is undergo-ing industrial depression due to poor power supply. Quebec on the contrary is rapidly developing its industries on the basis of individual hydro-electric plants, which generate power locally at very low costs without the necessity of super-adding the very heavy additional costs entailed by long-distance distribu-tion.

"Conservative estimates indicate that it will cost not less than \$500,000,000 to canalize the St. Lawrence and inci-dentally to develop its potential hydro-electric power. Of that power four-fifths will be derived from sites within Canadian territory, and will belong sole-ly to Canada. The United States will own one-fifth, for which it will pay one-half the cost.

Would Cost \$600,000,000

"As stated above, the estimated cost of the St. Lawrence improvement is at least \$500,000,000. To realize the bene-fits which the project assumes the Lake harbors must also be deepened at a cost of \$100,000,000 additional, a total of \$600,000,000. Of this about 40 per cent of the cost will be borne by the people of the State of New York and not more than 10 per cent by the people of the States which are the chief advocates of the project.

"For the reasons stated and others of much force, not here discussed, above, The Merchants' Association believes that the assumed benefits are illusory and will never be realized. The oppo-sition of The Merchants' Association proceeds not from any selfish interests of the people of the State and City of New York, but from the conviction based upon the conditions outlined above, that the St. Lawrence project will be an economic failure and the money invested therein an economic waste."

8,881 FAILURES IN 1920

R. G. Dun & Co. reports 8,881 com-mercial failures in 1920 throughout the country, with \$295,121,805 indebted-ness, against 6,451 failures in 1919, in-volving liabilities of \$113,291,237. The increase in number is relatively much smaller than the expansion in liabilities. The rise in number was 37.7 per cent, and of indebtedness 160.5 per cent.

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LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital.

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Increases Income Tax Exemptions

(Assem. Int. No. 37, by Mr. Halpern)

To amend Section 362 of the Tax Law, by increasing from \$1,000 to \$2,000 the exemption from personal income tax in the case of a single person, and from \$2,000 to \$4,000 in the case of the head of a family or a married person living with husband or wife; where separate returns are made by married persons the exemption to be divided equally.

(Assem. Int. No. 98, by Mr. Roosevelt)

To amend Section 362 of the Tax Law by increasing from \$200 to \$500 the amount of personal income tax exemption allowed a taxpayer on account of each dependent, other than husband or wife, who receives chief support from such taxpayer.

River Pollution Penalized

(Assem. Int. No. 19, by Mr. Cosgrove)

Adds new Section 1965 to the Penal Law, making it a misdemeanor for a Master or other person in charge of any vessel to discharge oil, refuse or other matter into the waters of the State, tending to pollute such waters or to cause property to be damaged by fire.

Creates Department of Ferries

(Assem. Int. No. 20, by Mr. Cosgrove)

Adds new Section 816-a to the Greater New York Charter, creating a department of ferries, the head of which shall be a Commissioner, resident in Richmond, appointed by the Mayor. The powers and duties now exercised and performed by the Commissioner of Plant and Structures relating to ferries would devolve upon the Commissioner of Ferries.

Fire Fighting Appliances for Apartments

(Assem. Int. No. 109, by Mr. Antin)

To amend the Tenement House Law by adding new Section 42, providing that every tenement house now existing or hereafter erected exceeding eighty-five

feet in height, in New York City, shall be provided with such standpipes, fire hose, fire extinguishers, axes, fire hooks and other means of preventing and extinguishing fires, as the Fire Commissioner may direct. The Tenement House Department is charged with the enforcement of this section.

Old-Age Pensions

(Assem. Int. No. 44, by Mr. Lyman)

Amends Section 2, and adds new Article 5-a to the Labor Law.

Creates a Bureau of Old-Age Pension in the Department of Labor. Provides an annual pension of \$350 for every citizen who has resided in the State at least ten consecutive years, who is sixty years of age, or is incapacitated for work and is fifty-five years of age, and appropriates \$2,000,000 for this purpose.

Would Curb Rent Profiteering

(Assem. Int. No. 46, by Mr. Lyman)

To add new Sections 20-a, 20-b and 20-c to the Tax Law, and to amend Section 21, requiring the owners or agents of dwellings occupied by more than three families to file annually, with the Board of Taxes and Assessments, a sworn statement, describing the property, the amount of monthly rentals received, encumbrances and rate of interest paid thereon, and expenditures in detail chargeable to the property. Where the Assessors find that net annual rentals exceed ten per cent of assessed valuation they must add thereto \$1,000 for each ten per cent in excess of the original ten per cent. Failure or refusal to file such statement is made a misdemeanor.

Miscellaneous

Subway Telephones.—To add new Section 94-a to the Public Service Commissions Law, requiring the New York Telephone Company to install and maintain in every subway and elevated railway station a public pay station. (Assem. Int. No. 124, by Mr. Lieberman.)

Minimum Wage Commission.—Authorizes the appointment of a Minimum Wage Commission of three members, provides for the fixing of minimum wages for women and minor employees, and appropriates \$200,000. (Assem. Int. No. 47, by Mr. Lyman.)

Taxes Contracts.—Provides that all contracts executed after June 30, 1921, shall be taxed at the rate of one-fifth of one per cent of the principal or par value of such contract, payable annually during the legal life thereof. Payment of tax to be evidenced by stamps affixed at time of execution. One-fifth of the revenue therefrom goes to the State and four-fifths to the county. The term contract is defined to include and means all documents, instruments, agreements, certificates, debentures, bonds, mortgages, notes, shares of corporate stock, or any other evidence of indebtedness. (Assem. Int. No. 78, by Mr. Betts.)

Hits Bucket Shops.—To amend Section 392 of the Penal Law in relation to the keeping of books by stock brokers, and the furnishing of statements of transactions upon demand of customers, by providing that after September 1, 1921, the contents of books of stock brokers shall be prima facie evidence of the matters contained therein, and the lack of an entry or the lack of books shall be prima facie evidence that no transactions took place. (Assem. Int. No. 86, by Mr. Henderson.)

Motor Operators' Licenses.—To amend Section 282 of the Highway Law, by making statewide the provision that all operators of motor vehicles must be licensed, whether owner or otherwise. (Assem. Int. No. 90, by Mr. Henderson.)

Penalizes Reckless Driving.—To amend Section 244 of the Penal Law in relation to negligent operation of motor vehicles, by providing that a person who operates, drives or directs, or knowingly permits anyone subject to his commands to operate or drive any vehicle of any kind in a culpably negligent manner, whereby another suffers bodily injury, is guilty of assault in the third degree. (Sen. Int. No. 23, by Mr. Fearon.)

Repeals Daylight Saving.—To amend Section 52 of the General Construction Law, by striking out the provision for daylight saving between the last Sunday in March and the last Sunday in October of each year. (Assem. Int. No. 5, by Mr. Betts; similar bills by Assemblymen Greenwald, Lown, Soule and Witter.)

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

"SNIPING" REVIVES THROUGHOUT CITY

Anti-Litter Bureau Describes Conditions Which It Is Preparing to Combat

WARNING SENT TO VIOLATORS

Prepared by the Anti-Litter Bureau of
The Merchants' Association

For a number of years past, the practice of "sniping" has been extensively indulged in. "Sniping" consists in placing advertising posters and similar material, either upon the property of private owners without the owners' consent, or upon objects in the public highways. In either case, the act of "sniping" is illegal.

Vaudeville Managers Break Promise

The Merchants' Association is thoroughly alive to the prevailing state and is actively engaged in an effort to stop for all time the practice of posting bills of any kind on private property unless the written consent of the owner is given. Last year a meeting of representatives of theatrical interests was held and it was suggested by Mr. Marc Klaw, President of the United Managers' Protective Association, that a resolution be drawn up which he would place before the members of his Association with a recommendation for adoption. The resolution was drawn up and adopted not only by the United Managers' Protective Association, but also by the United Vaudeville Managers' Protective Association. The members of the former organization have lived up to their agreement with the exception of a few who are at this time continuing the practice of "sniping." The latter organization seems to have disregarded the resolution and the result is that the majority of snipe material appearing at this time is posted by its members. The United Vaudeville Managers' Protective Association controls a great many theatres throughout the City, all of which do their share of sniping.

Violators Have Been Warned

Within the past few days letters have been sent to approximately one hundred violators of the billposting law, requesting them to refrain from further indulgence and to remove all material which has been thus posted. Many of the violators possess the proper civic and law-abiding spirit, as indicated by the responses received; others are some-

what defiant in their attitude and will, no doubt, continue the practice until more drastic measures are taken to compel them to refrain from further indulgence. Sniping not only infringes on the rights of property owners but creates as well unsightly conditions throughout the City and causes much street litter to accumulate, which, in the course of time, must be disposed of by the already depleted and much overworked Department of Street Cleaning.

AMERICAN DESIGN EXHIBITION OPEN

Metropolitan Show of the Latest Design Developments Continues Through the Month

EXHIBITS TO BE SOLD AT CLOSE

The Fifth Exhibition of current work of manufacturers and designers at the Metropolitan Museum of Art will remain on view until January 30. Members of The Merchants' Association interested in design are cordially invited to visit this exhibition if they have not already done so.

Inspired by Museum Collections

The collection is made up entirely of work by manufacturers and designers which has been inspired by a study of the remarkable collections in the Museum. Everything in the exhibition will be put on the market at the conclusion of the exhibition and for that reason, if for no other, it is of interest.

Represents Highest Development

The exhibits represent the highest development of design in industrial art, as worked out by more than one hundred individuals and firms, all of whom are busy producers.

If members of this Association are not able to go on week-days during the day, they may visit the exhibition on Sunday between one and six o'clock P.M., and also until ten o'clock on Saturday nights, when concerts free to the public are given.

RAILWAY ACCIDENTS LAST YEAR

Accidents on all railroads within the city decreased from 49,218 for the ten months ended October 31, 1919, to 48,831 for the same period in 1920. Deaths from the accidents decreased from 221 to 149.

SEEK INFORMATION REGARDING CABLES

This Association Inquires About the Service Given Before World War

TERMS OF CABLE CONVENTION

In response to protests received from members of The Merchants' Association, a request for information with regard to the repetition of mutilated words to point of origin has been made by The Merchants' Association of the Commercial Cable Company, as follows:

"Members of The Merchants' Association have complained that the repetition of mutilated words in cablegrams from points in the Orient is not permitted except as far as the San Francisco office of the company handling this traffic. This works a great hardship upon firms receiving messages containing mutilations which require a repeat to point of origin in order to understand the message satisfactorily.

"The Merchants' Association, therefore, is taking the liberty of writing to inquire whether or not it would be possible to reinstate the repeat service of mutilated words to point of origin in the immediate future. Our members state that during the pressure of war-time measures the abridged service was accepted. It is their belief that, now that pressure, as well as the post-war pressure following the armistice, is sufficiently relieved to permit a prompt resumption of the former repeats to point of origin, it should now be done.

"Moreover, our members point out that it is their understanding that under regulation 17 of the International Telegraph Convention and Service Regulations, if the recipient of a cable in a mutilated condition approaches the transmitting company and asks to have an 'S. T.' message sent to the originating office to repeat the mutilated words, the regulations state that he is to pay not only the tolls on the message to the originating office, but reply to it. If, however, telegraphic service is shown to be incorrect, he is entitled to a refund of all tolls paid, and in addition he is entitled to a refund of the tolls on the mutilated word or words.

"We have no knowledge of the accuracy of this statement, but would be glad to hear from you in the matter, in order that we may put the facts before the appropriate Committee of The Association."

TRAFFIC BUREAU ON COMPLAINTS ARISING FROM CLAIMS

Suggestions Are Made of Precautions Which Will Obviate Much of the Trouble Which Shippers Encounter in Attempting to Get Action from the Carriers

Prepared by the Traffic Bureau of The Merchants' Association

From examination of claims which have been brought to the attention of the Traffic Bureau by members, where in exceptions have been taken as to disposition of the claim by the carrier, and inattention and delay on the part of the carrier in handling the claim, as well as from its general knowledge of the situation, the Traffic Bureau finds that a large part of the trouble arises from the fact that the claimant has not "started his claim right" by supplying the necessary documents or proof to support the claim of overcharge, loss or damage. When claims are properly prepared and presented in the first instance, a great amount of unnecessary correspondence and delay will be avoided and the adjustment of the claims will be expedited.

Interstate Commerce Commission Ruling

Under a ruling made by the Interstate Commerce Commission, the "carrier must investigate before paying claims," and "the investigation so made must be thorough and must disclose a lawful basis for payment before claim is adjusted."

In the interest of securing the prompt disposition of claims, shippers should cooperate with the freight claim department of carriers by furnishing the carrier with a complete and detailed statement of all facts tending to establish the validity of their claims. The Traffic Bureau, therefore, to the end that adjustment of claims may be expedited, recommends that the following methods be adopted:

Standard Form Should Be Used in Presenting Claims

To facilitate the handling of claims and the supplying of supporting data, standard forms, for the presentation of "overcharge," "loss and damage," and "concealed loss and damage claims" have been approved by the Freight Claim Division of the American Railway Association and the National Industrial Traffic League, and have been tentatively endorsed by the Interstate Commerce Commission. If all of the information called for by these forms is furnished by the claimant, substantial foundation for the claim will have been

established and the freight claim agent will be in a position to expedite the disposition of the claim. Shippers and receivers of freight who have occasion to file claims are urged to make use of the standard forms, which may be secured from the freight claim offices of the carriers or private printing concerns.

Filing of Claims

It is the recommendation of the Traffic Bureau that the claim, with supporting papers, be transmitted to the freight claim agent of the receiving or delivering line. Our investigation has developed that in many cases where claims are filed with local agents, the papers are unduly delayed or misplaced.

Report of Loss or Damage to Freight Disclosed After Delivery

Where loss or damage to merchandise is disclosed after delivery, or in the case of concealed loss or damage disclosed when the goods are unpacked, immediate notice of such loss or damage should be given to the carrier's agent and a demand made for inspection of the property. A regular form has been prepared by the Freight Claim Division of the American Railway Association upon which to report such inspection, a copy of which should be left with the consignee to be used in supporting his claim for loss or damage. It is very important that receivers of freight should act promptly upon discovery of loss or damage disclosed after delivery.

Tracing

When the shipper has been supplied with information by a consignee that a shipment has not been delivered, or when a reasonable time has elapsed after date of a shipment for delivery to have been effected, and it is desired to trace the shipment for the purpose of locating the goods or ascertaining the disposition made of them, preliminary to filing a claim, the tracer should give a complete description of the shipment involved so as to enable the carrier to identify it, including: shipper, consignee, destination, date of shipment, carrier to which delivered, routing if any, description of property. When such a tracer is instituted it should have embodied therein the following note in order to protect the shipper or owner from the limitation contained in the car-

rier's bill of lading requiring claims to be presented within a specified time: "This tracer will serve as a formal notice of our intention to file claim in the event of your not being able to establish delivery of the shipment described herein."

Street Address of Consignee

A fruitful cause of non-delivery of merchandise shipped to consignees in the larger cities, of shipments going astray, and of the assessment of storage charges is the absence of sufficient instructions in the bill of lading. To enable the carriers to forward the merchandise to the proper delivery station (there is usually more than one delivery station in the larger cities), and to render proper "freight arrival notices" it is recommended by the Traffic Bureau that where merchandise is forwarded to the larger cities, the street address of the consignee be shown upon the bill of lading and upon the package.

Claim Forms

The Traffic Bureau has on file sample copies of the various forms which may be used to advantage in the presentation of claims for overcharge and loss or damage, and in the institution of tracers. These are accessible to members for their inspection and information.

Cartage Charges

Proposal Put Forward to Increase Rates on Export Freight

The Trunk Line Association has before it for consideration a proposal to increase cartage charges on export freight between Trunk Line carriers and steamship lines in New York Harbor. The reason assigned for such proposed increase in charges is to comply with demands made by cartmen for an increase in their charges.

Members interested in this proposition are requested to communicate with the Traffic Bureau.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

POSTAL AGREEMENT SIGNED BY THE UNITED STATES

Text of the Convention Between This Country, Spain and Latin-American Republics in Central and South America—Important in Foreign Trade

Prepared by the Foreign Trade Bureau
of The Merchants' Association

Following is a copy of the Postal Convention signed between Spain, the United States of America, Argentina, Bolivia, Brazil, Colombia, Costa Rica, Cuba, Chile, Dominican Republic, Ecuador, El Salvador, the Philippine Islands, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

"The undersigned, having assembled in Madrid, and having been duly authorized by their respective governments, in accord with Paragraph 2 of Article 21 of the Universal Postal Union Convention, have agreed upon the following principles for the regulation and improvement of their postal relations, subject to ratification by their respective governments.

Article I

"1. All the countries whose representatives have signed the present convention shall constitute one single postal territory.

"2. It shall be required that all classes of correspondence going from one of the countries constituting this Postal Union to another be prepaid as to postage, exception being made in the case of letters for which a limit of tolerance shall be provided exclusively for insufficient postage.

"3. Each of the contracting parties agrees to transport freely and gratuitously through its territory and by means of the service maintained by its postal administration, or which it uses for the direct forwarding of its own correspondence, whatever mail it may receive from any of these countries bound for any other.

"Nevertheless, the charges for land or maritime transportation of such mail shall be borne by the country of origin whenever the transportation of its mail through countries not signatory to this convention shall be subsequently necessary.

"4. It is declared as a fundamental principle in the postal relations between the American republics that the rates established by each of the postal ad-

ministrations for domestic service shall prevail.

"5. The provisions of this convention include letters, single post cards and reply post cards, printed matter of all classes, commercial paper and samples.

Article II

1. Letters

"(a) Any letter which does not contain the amount of postage necessary for the first rate of any ordinary letter shall be regarded as not having been prepaid, and shall not be forwarded by the office of origin. (b) The office of origin shall be the only office authorized to fix the tax on letters insufficiently prepaid, it being the duty of such office to fix the tax at double the amount of the insufficiency of postage, according to the weight of the letter. The office of destination shall be authorized to collect from the addressee and retain the amount of the tax fixed by the office of origin.

2. Postal Cards

"The domestic rate for each country shall prevail for postal cards, whether single or reply cards.

3. Books, Periodicals, Printed Matter and Commercial Paper

"The weight of packages containing books, periodicals, printed matter and commercial paper shall not exceed four kilogrammes. Exception shall be made of works printed in one single volume, the weight of which may not exceed five kilogrammes. None of the dimensions of such packages shall exceed 45 centimeters.

"Packages which have been previously rolled shall be transmitted as mail, provided their dimensions do not exceed one meter in length and 15 centimeters in diameter.

"Commercial papers shall be prepaid at the lowest rate fixed in the domestic rates.

4. Samples

"Samples shall be transmitted freely by the mails, provided they have no commercial value, and provided their dimensions do not exceed 30 centimeters in length, 20 in breadth, and 10 in depth. If transmitted in the form of a roll, the maximum dimensions shall be 30 centimeters in length by 15 centimeters in diameter.

"Samples shall not be transmitted at

a rate below the one fixed in the domestic rates of the country of origin.

Article III

Responsibility for Loss of Registered Mail

"1. In the case of loss of a registered package, the sender shall have the right to an indemnity equal to the one fixed by the domestic legislation of the country of origin in this case, up to and not exceeding fifty francs gold.

"2. The payment of the indemnity by the sending postal administration shall be made, at the latest, within twelve months beginning from the day following the one on which the first claim shall have been filed. The postal administration responsible for the loss shall reimburse the postal administration of origin the amount of the indemnity paid by the latter to the sender, without delay, and within the period indicated. This payment shall be made in the money of the creditor country or in its equivalent in the money of another country agreed upon by the respective postal administrations.

Article IV

"In so far as not inconsistent with the provisions of this convention, the regulations of the Universal Postal Union shall prevail.

Article V

"The present convention shall take effect on January first, nineteen hundred twenty-one (January 1, 1921) in the case of those countries which shall have ratified the convention by that date. The convention shall take effect so far as may relate to those countries which have not ratified it by January first, nineteen hundred twenty-one, at the moment when they respectively notify the other high contracting parties of their (subsequent) ratification.

"The present convention shall continue in effect indefinitely, but each of the contracting parties may withdraw from the Union upon giving one year's notice to the other postal administrations signatory thereto.

"Done in Madrid the thirteenth day of November, 1920.

Final Clause

"Before signing the foregoing convention, the signatory delegates have agreed to the following additional protocol:

"1. The notices of ratification of the

(Continued on page 19)

STRONG REASONS AGAINST NEEDLESS CITY ORDINANCE

This Association Opposes Alderman Farley's Plan to Amend the Code to Compel the Employment of Engineers—Why They Are Not Required

In accordance with the action taken by The Association, a memorandum has been filed with the Board of Aldermen, opposing an ordinance introduced by Alderman Farley, amending Article 1 of Chapter 18 of the Code of Ordinances relative to persons to be licensed as Engineers.

To Make Useless Work

The memorandum filed with the Board reads as follows:

"Under the terms of this bill only persons having the qualifications of steam engineers as prescribed by Section 342 of the Charter and other laws are eligible to have charge of or operate certain specified classes of machinery. Among the machines specified are ice machines, gas compressors of five ton or greater capacity, any machine used for hoisting purposes or cableways used for construction work and any boiler or other machinery used for heating or motive power.

"The words 'other machinery' are all embracing and include every class and type of device used for heating or applying power and would embrace electrical machinery and a wide range of power appliances not in any way related to steam engineering.

Danger in Requirement

"These vocations, including those specifically mentioned in the bill, are of a technical nature and for their safe and successful performance require technical knowledge and qualifications wholly different from those possessed by steam engineers. No good reason can be shown why a man holding a steam engineer's certificate is thereby fitted to take charge of or to operate electrical machinery, ice machines, gas compressors or hoisting machinery not operated by steam power. Nevertheless, under the terms of this bill no such type of machinery could be lawfully operated unless it were placed in charge of or directly operated by a steam engineer possibly without the technical qualifications requisite to safety of operation. So far from being qualified to supervise the work, in many cases steam engineers would be totally unqualified, in which case it would be necessary as at present to employ in addition to such steam engineer a properly qualified electrician

or refrigeration engineer. Such requirement would impose upon a vast number of factory owners and business establishments the necessity of employing additional and totally superfluous employees of a high grade and at a high rate of pay, nor would its wrongful and evil effects be confined to that result.

Not Necessary for Safety

"The bill in its present form applies to all elevators, a great number of which are operated by electric power under conditions of safety which permit such operation by employees at moderate rates of wages. This bill would require that in many cases such low grade employees be supplanted by steam engineers at a very much higher rate of pay. An enormous burden of wasteful cost would thus be saddled upon the community. There is no justification for this measure as a means for promoting the public safety.

"Safety in the operation of ice machines and gas compressors is already effectively provided for by Subdivision 5, Section 220 of Chapter 10, CO, and Subdivision 2, Section 211, Chapter 10, CO, respectively.

"Under these provisions suitable qualifications of operators may be prescribed by public authority. It cannot be successfully contended that a greater degree of safety will be secured by a requirement which will intrust the operation of these machines to steam engineers, regardless of the fact that they are not necessarily qualified for such operation.

Existing Law Ignored

"Chapter 733, Laws of 1901, provide that stationary boilers may be operated by licensed firemen, and

"Sections 324 and 343 of the City Charter exempts from the requirement as to licensed operators all boilers in private dwellings and boilers carrying not over ten pounds of steam. In many factories of various kinds steam at very low pressure is used for heating purposes and in various manufacturing processes, as for example, in the manufacture of confectionery. The pending ordinance conflicts with these provisions of law.

"This bill is wholly unnecessary as a means for promoting the public safety. Its sole effect will be to compel the gen-

eral employment of steam engineers for purposes for which they have no special qualifications and in many instances where such steam engineers are unnecessary and superfluous. A great burden of wasteful expense will be placed upon the public.

"We, therefore, protest against this measure and ask that it be not approved by your honorable committee."

TEXT OF THE NEW POSTAL AGREEMENT

(Continued from page 18)

present Postal Convention shall be deposited at Madrid.

"2. This clause shall have the same validity as if it formed an integral part of the text of the convention to which it relates, and there shall be deposited a signed copy of this protocol in the archives of the Spanish Government, and signed copies thereof shall also be delivered to each delegate signatory thereto.

"Done in Madrid the thirteenth day of November of 1920."

MORE CONVENTIONS

Two Additional Events Placed by the Convention Bureau on the January List

The Convention Bureau of The Merchants' Association announces the following two additions to the list of January conventions previously published:

Associated Traveling Salesmen of New York—January 26.

American Spaniel Club Show—January 26.

American Pomeranian Club Show—January 28

Citizens' Conference on Education—January 28-29.

Pekinese Club of America, annual meeting—January 29.

MORE PASSENGERS LAST YEAR

During the year ended June 30, 1920, the total number of passengers carried on all of the City's transportation lines was 2,364,775,067, an increase of 284,830,770 over the preceding year, or an average daily increase of about 768,000.

WARNING AGAINST BRIBERY IN TRADE

Payment of Commissions to Employees in Order to Get Orders Is Reprehensible

PROHIBITED BY STATE LAWS

Prepared by the Research Bureau of
The Merchants' Association

In a recent issue of a prominent newspaper of this City appeared the following advertisement:

Commission paid to dependable persons securing cartage orders for responsible trucking firm desiring additional business; excellent opportunity for shipping clerks, traffic managers; replies strictly confidential; business and bank references furnished. Address _____, this office.

The implication conveyed by the following advertisement is that shipping clerks, traffic managers, or others, can obtain for themselves commissions upon the business of their employers, if they use their influence to direct such business to the firm responsible for the foregoing advertisement.

A Burden on Employers

It is self-evident that commissions paid upon such business are in effect a burden upon the employer, tending to increase the cost of the service supplied to him. The laws of this State take cognizance of such agreements and under certain conditions make them misdemeanors. We quote as follows from the Penal Law:

"Section 439. Corrupt influencing of agents, employees or servants. Whoever gives, offers or promises to an agent, employee or servant, any gift or gratuity whatever, without the knowledge and consent of the principal, employer or master of such agent, employee or servant, with intent to influence his action in relation to his principal's, employer's or master's business; or an agent, employee or servant who without the knowledge and consent of his principal, employer or master, requests or accepts a gift or gratuity or a promise to make a gift or to do an act beneficial to himself, under an agreement or with an understanding that he shall act in any particular manner to his principal's, employer's or master's business; or an agent, employee or servant, who, being authorized to procure materials, supplies or other articles either by purchase or contract for his principal, employer or master, or to em-

ploy service or labor for his principal, employer or master, receives directly or indirectly, for himself or for another, a commission, discount or bonus from the person who makes such sale or contract, or furnishes such materials, supplies or other articles, or from a person who renders such service or labor; and any person who gives or offers such an agent, employee or servant such commission, discount or bonus shall be guilty of a misdemeanor and shall be punished by a fine of not less than ten dollars nor more than five hundred dollars, or by such fine and by imprisonment for not more than one year."

Members Are Warned

We give publicity to the foregoing in order to put our members upon their guard against the practice of suborning employees which in many lines of business has become a general and very demoralizing practice. There have been a number of convictions under this Section of the Penal Law and the shipping clerks, traffic managers and others to whom the advertisement is addressed should realize that very serious consequences to themselves may result should they accept this bid to betray their employers' business interests.

ADDRESS OF WELCOME

Wholesale Bakers' Association Hears the President of The Merchants' Association

Mr. William Fellowes Morgan delivered an address of welcome at the opening session of the convention of the New York State Wholesale Bakers' Association which was held at the McAlpin on January 18 and 19. In his remarks Mr. Morgan dwelt with appreciation upon the advancement of the baking industry from a mere craft to a definite science, and he encouraged the effort of the New York bakers to secure the location in this City of the American Institute of Baking.

NEW JERSEY INCOME TAX PAYERS

Residents of New Jersey filed 29,000 New York State income tax returns on their 1919 income. One out of every 200 of the 745,000 total of returns was made by some non-resident of New York.

CERTAIN CHARITIES ARE LAWBREAKERS

Disregard Statute Requiring Incorporation and State Approval for Operation

BUSINESS MEN SHOULD KNOW

Prepared for The Merchants' Association by the Bureau of Advice and Information of the Charity Organization Society

With responsible agencies in serious difficulties to find funds to care for the needy and suffering of the City, the wonder grows that the public continues to encourage the promotion of new and untried projects which do not offer fundamental evidences of sincerity of purpose and management.

Violating State Law

To meet the requirements of the law is certainly not asking too much of any organization which looks to the public for support. Yet there are more than a few organizations appealing for funds today that have no legal authority to operate the institutions for which they appeal. Among these are a hospital project, a home for convalescents, a home for the aged, and a day and night nursery for children.

The operation of institutions such as these that care for young children, for the aged and for the sick is hedged by certain laws by which the State protects the helpless. Incorporation in the ordinary business sense is not held to be sufficient guarantee. Consequently the articles of incorporation must be approved by the State Board of Charities, or, under certain conditions the institution may be licensed by the State Hospital Commission or be granted a permit by the local Board of Health.

Why Take a Chance?

To require less than the law of those persons to whom charity funds are entrusted does not seem to be good business sense. Yet business men take that chance every time they make a donation to charity projects of which they have no previous personal knowledge. The Bureau of Advice and Information of the Charity Organization Society will supply full reports on the legal background and business of any projects now appealing for funds. Its service is available without charge. Address 105 East Twenty-second Street or 'phone Gramercy 4066.

"To Foster the Trade and Welfare of New York"

FEB 4 1921

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, JANUARY 31, 1921

No. 5

Dual Campaign for Daylight Saving Taking Shape

Business Men and Wage Earners Unite in Demanding the Extra Hour of Daylight in the State of New York and Throughout the Eastern Time Zone—Campaign Meeting of Commercial Organizations Called for February 9—Hearing in Albany Coming on Wednesday

Rapid progress was made last week in getting the dual campaign for Daylight Saving into shape.

Meeting Called for February 9

A meeting was called by the leading commercial organizations of the chief cities in the Eastern Time Zone to agree upon plans for bringing pressure upon Congress to pass a five months' daylight saving law covering the zone. This meeting will be held on February 9, in the Assembly Room of The Merchants' Association, in the Woolworth Building.

Hearing to Be Given in Albany

Measures were taken for sending a representative delegation to Albany next Wednesday, to attend the hearing which will be given on that day by the Assembly Committee on Agriculture, upon the various bills affecting daylight saving. These bills include not only the repeal bill which has been prepared by the Committee, taking the place of various other repeal bills introduced by individual members of the Assembly, but also Assemblyman Booth's bill amending the present State Law so as to make it provide for five months daylight saving instead of seven months.

There is every prospect that a large delegation will go to Albany from this City and from other cities of the State to protest against the repeal of the State Daylight Saving Law.

Commercial organizations throughout the Eastern Time Zone continued to

For Daylight Saving

The Assembly Committee on Agriculture will give a hearing in Albany next Wednesday at 2 P. M. upon all the Daylight Saving bills, including both the repeal bill prepared by the Committee and the bill introduced by Assemblyman Booth, of Oneida, amending the present State Daylight Saving Law so as to make it provide for a Daylight Saving period of five months instead of seven months. A delegation representative of New York City will go to Albany to protest against the proposed repeal of the State Daylight Saving Law.

The larger commercial organizations in the chief cities of the Eastern Time Zone have joined in calling a conference of delegates from commercial bodies throughout the zone to adopt measures for procuring the passage by Congress of a law providing five months of Daylight Saving in the zone limits. This meeting will take place in the Assembly Room of The Merchants' Association on February 9.

signify their support of the daylight saving plan for this zone.

Desire for Daylight Saving General

At the suggestion of The Merchants' Association, scores of individuals and organizations telegraphed and wrote to Albany to register their protest with the Governor and the Legislature against the repeal of the State Daylight Saving Law.

There were evidences that political

pressure is being brought to bear by the majority members of the Legislature from the rural districts upon the majority members from the cities, to get them to vote in favor of the repeal of the Daylight Saving Law, notwithstanding the overwhelming sentiment of their constituents in favor of daylight saving.

Meeting Next Week

Commercial Organization Join in Calling Conference

In a final effort to obtain action in the present Congress on Daylight Saving for the Eastern Time Zone, the business men of the cities of New York, Boston, Philadelphia, Pittsburgh, Baltimore, and the State of New Jersey, as represented in their commercial organizations, have called a meeting of delegates in the Assembly Room of The Merchants' Association, in the Woolworth Building, on February 9, at 10 A. M.

Delegates Invited to Attend

Invitations have been sent to commercial and trade organizations in all the New England States and in New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, West Virginia, North Carolina, South Carolina, Georgia and Florida, which comprise the Eastern Time Zone, to send representatives to this meeting.

A bill introduced by Senator Walter E. Edge and Representative E. R. Acker-

BUSINESS ORGANIZATIONS CALL DAYLIGHT MEETING

man of New Jersey, providing for Daylight Saving in the Eastern Time Zone for five months, from the last Sunday in April to the last Sunday in September, is pending in Congress. Because of the opposition to Daylight Saving from certain agricultural interests, and because of the brief time remaining before the present Congress ends, on March 4, a vigorous campaign will be necessary in order to obtain action.

Call for the Meeting

The call sent out for the conference reads as follows:

"To Commercial and Trade Organizations in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, West Virginia, North Carolina, South Carolina, Georgia and Florida.

"Gentlemen: We invite you to participate in a meeting of manufacturing, industrial, commercial and financial organizations, called to create an Eastern Zone Daylight Saving Association, which meeting will be held Wednesday, February 9, at 10 o'clock A. M., in the Assembly Room of The Merchants' Association of New York, Woolworth Building, 233 Broadway, New York City.

"The experience of several years has proved the great health and economic benefits derived from the Daylight Saving Plan.

"We believe that the great majority of the people of the Eastern States approve the adoption and retention of Daylight Saving Laws.

"To secure such adoption and retention this sentiment must be organized and made manifest to Congress, to State Legislatures and to Municipal Councils.

"That is the work to which the proposed organization will be devoted. It will seek particularly to promote

"The adoption by Congress of a Daylight Saving Law, uniform throughout the Eastern Time Zone,

"The retention or adoption of similar laws by all States within that zone,

"The retention or adoption of similar municipal ordinances by the cities and towns within that zone.

"We earnestly hope that you will send to the meeting delegates empowered to act on your behalf in effecting the proposed organization. We request that you will at once advise Mr. S. C. Mead, Secretary, The Merchants' Association of New York, 233 Broadway, New York City, that you will be represented, and

state the number and names of your delegates.

"Boston Chamber of Commerce,

"Philadelphia Chamber of Commerce,

"Pittsburgh Chamber of Commerce,

"Manufacturers' Council of the State of New Jersey,

"Merchants' and Manufacturers' Association of Baltimore,

"The Merchants' Association of New York."

Campaign Spreading

Commercial Organizations Demand Extra Daylight Hour

The Daylight Saving campaign is spreading rapidly throughout the Eastern Time Zone.

Business Bodies for Daylight

A number of letters in addition to those printed in last week's issue of "Greater New York" have been received. Among them are the following:

Mr. Emil P. Albrecht, President of the Philadelphia Bourse, encloses a copy of a letter which the Bourse has sent to Congressman Esch and to each member of the House Committee on Interstate and Foreign Commerce and of the Senate Committee on Interstate Commerce. In the course of this letter Mr. Albrecht says:

"The farmer can, always has and probably always will regulate his work by weather conditions, light and other factors regardless of sun or clock time and can continue to do this regardless of the proposed change of the clock during the summer months as proposed. He may and does sometimes begin or prolong his labors during seed time and harvest so long as there is light and proper working conditions without thought of the hour, but the worker in city or suburbs, dependent greatly upon his fellow-worker, must begin and end his day at about the same time as everyone else. Therefore in order to get the full advantage of the longer day the starting time for work must be uniform and custom requires that starting time to be the same hour by the clock whether winter or summer.

Disadvantages Outweighed

"The slight disadvantages, claimed by some of those engaged in agriculture by

reason of train time not coinciding with the farm work can, it is believed, be readily overcome, but in any event such slight disadvantage, if it really exists, should not outweigh the far greater advantages to a much greater number of our people as will come from the operation, during the five months from May to September, of the Daylight Saving Plan."

Wants Edge-Ackerman Bill.

Central Mercantile Association of the City of New York, of which Mr. Clarkson Cowl is President, has adopted the following resolution:

"Resolved, By the Board of Directors of the Central Mercantile Association, comprising the larger wholesale, retail, manufacturing firms and real property owners doing business or owning real property on the West Side of Manhattan, between Canal and Thirty-fourth Streets, Fourth Avenue and North River and the adjacent territory, that said Board requests and urges the members of Congress from the City of New York, also United States Senators William M. Calder and James W. Wadsworth, Jr., to work for and support the Edge-Ackerman bill now pending in Congress, which will restore Daylight Saving within the Eastern Time Zone, each year for the period of five months, viz.: from the first of May to the thirtieth of September."

Syracuse Acted in December

Mr. Frederick E. Norton, Secretary of the Chamber of Commerce of Syracuse:

"This matter was taken up by our organization upon receipt of a letter from you the early part of December, and at that time we went on record as being in favor of the National Daylight Saving Law now pending in Congress, and in accordance with the resolution, advised the United States Chamber of Commerce, our representatives in the Legislature and your Association."

Buffalo Takes Action

Mr. George C. Lehmann, General Secretary of the Chamber of Commerce of Buffalo, writes as follows:

"I am pleased to advise you that by direction of our Board of Directors I have communicated with the State Senators and Assemblymen from Erie County, requesting their support of Daylight Saving.

"Our Board of Directors has repeatedly gone on record in favor of this measure, and we are also endorsing the

DEMAND DAYLIGHT SAVING IN EASTERN TIME ZONE

bill in Congress for Daylight Saving in the Eastern Time Zone, and are advising our Senators and Congressmen to this effect."

Perth Amboy Wants Daylight

Mr. Orin C. Baker, Secretary of the Chamber of Commerce of Perth Amboy, New Jersey, sends the following extracts from the minutes of a meeting of the directors of the Chamber on January 14:

"On motion, duly seconded, it was unanimously carried that the Perth Amboy Chamber of Commerce go on record as favoring the bill for daylight saving time within the Eastern Time Zone.

"That the benefits to be derived by all persons in this zone is of such importance, and is so plainly stated in the letter of The Merchants' Association of New York, under date of January 4, 1921, that this letter is approved and adopted as the expression of the sentiment of the Perth Amboy Board of Directors.

"That the report of this action be sent to the Hon. Joseph E. Frelinghuysen and Hon. Walter E. Edge, and to the members of Congress from this district, respectfully urging them to support this measure both in a committee and on the floor of Congress."

Silk Association Active

The Silk Association has sent letters to its members urging them to take an active part in behalf of daylight saving. To its general membership it has sent the following letter:

"The silk industry wishes to ask your careful consideration of the necessity of retaining the present Daylight Saving law as it now exists in New York State with, however, an amendment to provide daylight saving time in a five months' basis, from the last Sunday in April to the last Sunday in September.

"Our Board of Managers have endorsed this movement and at their last meeting in December, 1920, passed resolutions to that effect.

"The opinion was expressed that the practical experience in daylight saving time during the past two years has shown that the extra hour of daylight during the summer months has resulted in a conservation of National resources and has materially improved the health and general welfare of workers, thereby producing increased efficiency and productivity.

Silk Makers Act

The Silk Association of America has adopted the following resolution in support of Daylight Saving:

"Whereas, A careful study and inquiry among industrial and commercial establishments in this and adjoining States has shown that the sentiment is strongly in favor of continuing Daylight Saving, and

"Whereas, The practical experience in Daylight Saving time during the past two years has shown that the extra hour of daylight during the summer months has resulted in a conservation of National resources and has materially improved the health and general welfare of workers, thereby producing increased efficiency and productivity, it is hereby

"Resolved, That the Board of Managers of The Silk Association of America, at a regular meeting assembled, December 8, 1920, hereby endorse the movement to establish a uniform daylight saving program for the Eastern Time Zone during the summer months, beginning the last Sunday in April and continuing until the last Sunday in September of each year, and further

"Resolved, That copies of this resolution be sent to the Secretary of Commerce, Secretary of Labor, Secretary of Agriculture, and members of Congress representing the States in the Eastern Time Zone."

"May we trust that you will give this your support?"

The Hartford Chamber of Commerce, Incorporated, Hartford, Connecticut, writes as follows:

"At the latest meeting of the Directors of the Hartford Chamber of Commerce, the following proposals were voted upon:

"1. Should the Chamber, in your opinion, favor the adoption of Daylight Saving by Act of Congress in the Eastern Standard Time Zone, consisting of New England, New York, West Virginia, and the Atlantic Coast States as far south as Georgia?

"2. Should the Chamber favor, in your opinion, the adoption of Daylight Saving by the States of New York, Connecticut, and Massachusetts, provided it

is impossible to secure action by Congress?

"3. Should the Chamber favor Daylight Saving by cities locally in Connecticut under substantially the same conditions as last year, provided it is impossible to secure action by Congress or by the States?

"Proposals 1 and 2 were given approval; proposal 3 was rejected."

Albany Hearing

This Association Is Arranging for Protesting Delegation Next Wednesday

Arrangements are being made by The Merchants' Association for sending a delegation to Albany next Wednesday to protest to the Assembly Committee on Agriculture against the repeal of the State Daylight Saving Law and to urge that the Daylight Saving period be reduced from seven to five months.

The Association has asked the cooperation of other commercial bodies in and out of the City and a large delegation of protest is assured.

The following invitation has been sent to members of The Association who are large employers of labor:

"The Assembly Committee on Agriculture will give a hearing at Albany on the Daylight Saving Bills, Wednesday, February 2, at 2 P. M.

"An imposing demonstration of business and industrial interests against repeal is necessary to save the present Daylight Saving Law.

"This Association purposes to send a large delegation to protest against repeal. It wishes to include in its delegation a considerable number of members drawn from the most prominent business houses of this City. We, therefore, request you to designate a representative of your firm or company to be a member of our delegation and to appear at Albany in opposition to repeal. All expenses of the trip will be borne by The Association.

"We shall be obliged if you will favor us with a prompt reply, naming your representative.

To Upstate Organizations

In the same connection a circular letter has been sent to the business organizations outside the City urging them to send delegates to the hearing.

STRONG APPEAL MADE FOR STATE DAYLIGHT LAW

This letter, signed by Mr. S. C. Mead, as Secretary of The Association, reads as follows:

"The Assembly Committee on Agriculture will give a hearing at Albany on the Daylight Saving Bills, Wednesday, February 2, at 2 P M.

"Heavy pressure has been brought to bear to secure the repeal of the present law, and such repeal is probable unless the members of the Assembly are convinced by an imposing demonstration that business and industrial interests (which comprise a very heavy majority of the State's population) demand the retention of the Daylight Saving Law.

"Numerous business organizations throughout the State have notified us of their purpose to send delegations in opposition to repeal, and this Association will do likewise.

"We urgently request that you be represented at the hearing by a strong delegation of your members, and we shall be greatly obliged if you will notify us of the number and names of your delegates."

Jewelers Deeply Interested

Mr. F. C. Backus, Secretary of the National Jewelers Board of Trade, writes as follows:

"Referring to communications received yesterday and today, from The Merchants' Association of New York, urging support of the daylight saving bill, we are pleased to state, as you may be aware, the National Jewelers Board of Trade endorses retention of the bill and previously, when the occasion arose, also cooperated in urging retention of the measure and requesting our membership of 1,200 to likewise assist.

"The Board has accordingly followed the suggestion in your recent correspondence and through its 'Service' bulletin is urging as many of its members as possible to attend the hearing at Albany next Wednesday. It is time that the wishes of the majority of the public and business be given recognition in Albany, and in view of the vast benefits experienced from daylight saving so far, except that claimed by the small minority of farming interests up-State, there should be no question about the retention of this law.

"We trust that many of our members will be in Albany; and take occasion to express our appreciation of the vigorous action The Merchants' Association of

New York is taking in this matter in which we will be very happy to continue to lend our cooperation."

Would Keep State Law

Business Men and Commercial Bodies Are Urged to Action

Pushing its campaign to save Daylight Saving in New York State The Merchants' Association last Monday appealed to commercial and trade organizations both in and outside the City of New York and to business men to register their protest against the proposed repeal of State Daylight Saving law and to ask that the only modification of the law be the shortening of the Daylight Saving period from seven to five months.

The appeal to the business men reads as follows:

"Gentlemen: Daylight Saving is beneficial to you because:

"It benefits your business by bettering the conditions of your employees.

"It promotes health.

"It makes for increased efficiency in industry.

"It relieves eye-strain.

"It reduces bills for lighting.

"It conserves coal.

"It promotes healthful recreation.

"It encourages home gardens.

"It is a boon to the industrial or office worker.

"It is a factor for good in any business.

"You undoubtedly wish the State Daylight Saving law to remain in force. Opposition to it now threatens its repeal.

"Will you wire immediately to the Governor and to your Senator and Assemblyman, urging and demanding that this law be retained, preferably upon a five months' instead of a seven months' basis, and follow your telegrams with letters?

"Will you also bring this subject before your employees and associates and ask them to do likewise?

"Only by such general expression may repeal be prevented, hence your cooperation is earnestly sought.

"Immediate action is necessary.

"Do it Now!"

Organizations Asked to Act

Copies of this letter were sent to com-

mercial and trade organizations in New York City with the following communication:

"We enclose herein a copy of a letter sent to each of the 6,700 members of this Association and approximately 8,000 additional business men in this City, urging them immediately to appeal by telegram and letter to the Governor and to their State Senators and Assemblymen to retain the State Daylight Saving Law, preferably on a five months' basis instead of a seven months' basis.

"We understand that five bills have already been introduced to repeal the Daylight Saving Law. To be effective in opposing this repeal, therefore, immediate, concerted and vigorous action is necessary. Your cooperation in seeing to it that the demand for the retention of the benefit of the Daylight Saving Law be vigorously and immediately registered by your organization and each of its members with the Governor, Senators and Assemblymen at Albany would be very helpful in accomplishing the desired result.

"Telegrams followed by letters should be sent to the Governor and to the Senators and Assemblymen from the respective districts in which the senders reside, and particularly to the members of the Assembly Committee on Agriculture."

Appeal Is State Wide

The following telegram was sent to commercial organizations throughout the State:

"Only concerted and prompt action can save Daylight Saving Law. We are communicating with about fourteen thousand New York City business houses to wire their Assemblymen, their Senators and the Governor and to supplement telegrams by letters urging and demanding retention of Daylight Saving. Will you not immediately take similar action with the business units in your section?"

Legislators Divided

City and Country Members Oppose Each Other on Daylight

Replies received from members of the Legislature in response to the protest made by The Association against the repeal of the State Daylight Saving Law show a wide division of opinion. The City members, as a rule, favor the re-

MEMBERS OF THE LEGISLATURE DIVIDE ON DAYLIGHT

tention of daylight saving, while the rural members desire its repeal.

Replies Reveal Division

The situation is further complicated by the fact that the Republican State platform contained a plank in favor of the repeal of the Daylight Saving Law and some of the Republicans feel that this declaration places an obligation upon them to at least not oppose the repeal. Among the replies received are the following:

Assemblyman James J. Mullen, New York:

"I am absolutely in favor of retaining daylight saving on the five months' basis."

Seeks Views of Her Constituents

Miss Marguerite L. Smith, the only woman member of the Assembly, who lives at 21 West 122nd Street, replied as follows:

"In response to your letter of January fourth, I wish to state that before I pledge myself to any organization, I am trying to find out the status of my constituents in regard to 'daylight saving' before this measure comes up in the Assembly. When I hear from the constituents of my District, I will decide accordingly."

Assemblyman Edward R. Rayher, New York:

"Personally I view with regret the attempt to repeal the Daylight Saving Law. I am sure my district opposes such repeal in so far as it would affect the City of New York."

"Many legislators from up-State districts find their constituencies favoring the repeal of this law. We, from New York City, who constantly demand home rule, cannot overlook the fact that the rule works both ways."

"I will vote for no bill calling for the repeal of the State Daylight Saving Law that does not reserve to the Board of Aldermen the right to enact an ordinance providing for Daylight Saving in our City."

Positive Against Repeal

Assemblyman Mario G. Di Pirro, New York:

"Without going into the merits of the matter I am firmly convinced that Daylight Saving is absolutely essential in this Greater City and therefore I as one of the State legislators will do all I can toward either retaining the present law or amending it as you suggest."

Assemblyman Frederick A. Wells, Brooklyn:

State of New York.

No. 257. Int. 255.

IN ASSEMBLY,

January 20, 1921.

Introduced by Mr. BOOTH—read once and referred to the Committee on Agriculture.

AN ACT

To amend the general construction law, in relation to standard time.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section fifty-two of chapter twenty-seven of the laws of nineteen hundred and nine, entitled "An act relating to construction, constituting chapter twenty-two of the consolidated laws," as amended by chapter one hundred and twelve of the laws of nineteen hundred and eighteen, is hereby amended to read as follows:

§ 52. Time, standard. The standard time throughout this state is that of the seventy-fifth meridian of longitude west from Greenwich, except that at two o'clock ante meridian of the last Sunday in [March] April of each year such standard time throughout this State shall be advanced one hour, and at two o'clock ante meridian of the last Sunday in [October] September of each year such standard time throughout this State shall, by the retarding of one hour, be returned to the mean astronomical time of the seventy-fifth meridian of longitude west from Greenwich, and all courts and public officers, and legal and official proceedings shall be regulated thereby.

§ 2. This act shall take effect immediately.

"I agree with you entirely relative to daylight saving, and as further evidence, I can refer you to my position of last year, when my vote would have decided it."

Minority Leader Will Fight

Assemblyman Charles D. Donohue, New York, Leader of the Minority:

"As you no doubt know five bills have been introduced in the Assembly to re-

peal this law, and considering the complexion of the Legislature I have every reason to believe that the bill will pass both houses, and be signed by the Governor. However, I will do all I can to prevent the repeal of this beneficial law which afforded so much pleasure to the dwellers of the cities of the State."

Senator Reischmann in Favor

Senator George M. Reischmann, Ninth District, (Brooklyn) writes as follows:

"In reply to your letter referring to daylight saving, I am a manufacturer myself and am heartily in support of daylight saving, so you can figure on my giving this bill my support."

For Repeal of State Law

Senator D. H. Ames, Franklinville:

"I desire to frankly state that I shall do all in my power to repeal the act and trust we may be successful at this session."

Senator Leonard W. H. Gibbs, Buffalo:

"I beg to acknowledge receipt of your favor of January 4 in support of the State Daylight Saving Law."

"I fear, however, that this law will be repealed by the present Legislature."

The Up-State View

Assemblyman Franklin W. Judson, Coldwater:

"I note with interest your arguments set forth and regret that I cannot agree with you on this subject. If we do not do something in the near future to comply with the wishes of the farmers' interests we are soon going to have a shortage of food which is going to be far more serious than trying to legislate the time of sunrise and sunset. Living as I do in the up-State district, I fully appreciate what a hardship it has been to the farmer and I am going to do everything in my power to try and protect his interests."

"It is not my intention to be arbitrary, but it is simply an honest difference of opinion."

Appeal to Governor

Individuals and Organizations Object to Daylight Repeal

Many members of The Merchants' Association are acting upon the suggestion made by The Association that they

CITY BUSINESS INTERESTS FOR EXTRA DAYLIGHT HOUR

express their views on Daylight Saving to Governor Miller and to their members of the Legislature.

Knows Its Value

The firm of W. H. Duval and Company, by Mr. W. H. Duval, has written to President William Fellowes Morgan as follows:

"Our connections extend to manufacturing plants from California to Maine, employing a very large aggregate number of men and women, and we know from experience the tremendous economies and benefits of this Law, and we have yet to hear any intelligent objection that is prompted by other than pica-yune, selfish motives, and we take the liberty of suggesting that perhaps the greatest good could be accomplished by The Merchants' Association advising its members what the real opposition and objection is based upon, so that same could be answered more intelligently."

Mr. A. S. Nichols, President of the A. S. Nichols Company, writes as follows:

"We have wired and written to Governor Miller, Senator Meyer, and Assemblyman Aronson, urging and demanding that this law be retained, and thank you for calling to our attention the need of immediate action in the matter."

Better Than Welfare Work

James H. Rhodes and Company has written to the Governor and its legislative representatives. The letter to the Governor reads as follows:

"On account of the many benefits of the State Daylight Saving Law, and fearing the threatened repeal, we were prompted to telegraph you today:

"May we urge retaining daylight saving law preferably five months' basis?"

"In our opinion, no amount of welfare work compares as advantageously to the Daylight Saving Law to the rank and file of our Organization, from executive down to the laborers in our factory.

"From the standpoint alone of the helpful benefits, quite aside from the mechanical benefits, so desirable a law should not be legislated out of existence.

"Your support will be appreciated."

Wants the Law Retained

Mr. C. A. Fairchild, President of the New York Coffee and Sugar Exchange, Incorporated, has wired Governor Miller as follows:

"The New York Coffee and Sugar Ex-

change is advised that bills have been introduced in the Legislature to rescind the Daylight Saving Law. This Exchange is much concerned in the retention of this law as a measure of great value to the majority of the people of the State. We urge your diligent efforts in safeguarding the Daylight Saving Law."

Similar telegrams have been sent to members of the Legislature and to Assemblyman Daniel P. Witter, Chairman of the Committee on Agriculture, in the lower branch of the Legislature.

Mr. A. H. Mars, Vice-President, on behalf of the one hundred officers and employees of the Fidelity-International Trust Company, has wired Governor Miller for the five months' Daylight Saving Law. In a letter to the Governor, Mr. Mars said:

"In behalf of the hundred officers and employees of this company we request that you use your influence to retain the State Daylight Saving Law, preferably for a five months' period."

On Behalf of the People

Mr. E. L. Bullock, President, the Katzenbach and Bullock Company, has written to Governor Miller as follows:

"In behalf of our employees, and for the betterment of their health and conditions, together with a desire for increased efficiency in business, we respectfully beseech that you use your best efforts toward retaining, upon a five months' basis, if possible, the Daylight Saving Law.

"We believe that the repeal of this law means depriving the majority of the people of New York State of an extra hour for recreation and the promotion of health, to which they are justly entitled."

Similar letters have been sent to members of the Legislature.

Fifth Avenue Association Protests

In a letter to The Merchants' Association, Mr. William J. Pedrick, Jr., General Manager of The Fifth Avenue Association, says:

"We have already requested our members to telegraph and write to the Governor and their State Senators and Assemblymen in connection with this bill. As usual, we are glad to cooperate with you in this and any other matter."

The Advisory Council of Real Estate Interests, on behalf of its members, has asked Governor Miller and Chairman Witter of the Assembly Committee on Agriculture to support Daylight Saving.

Mr. L. S. Dougherty, Secretary of the Chamber of Commerce of Hudson, writes that this organization is communicating with its members of the Legislature in support of Daylight Saving.

Mr. John M. Gill, Secretary of the Chamber of Commerce of Oswego, writes:

"We are in receipt of your telegram of January 21, and beg to advise that we have communicated with our representatives in the Assembly and Senate, urging that the Daylight Saving Law be enacted this year along the lines advocated by The Merchants' Association of New York.

"Our directors went on record as favoring the State and National act, as proposed by your organization."

Syracuse Makes Objection

Mr. Frederick E. Norton, Secretary of the Syracuse Chamber of Commerce, says that a number of telegrams are being sent to the Onondaga County representatives in the Legislature in support of Daylight Saving.

The Chamber of Commerce of the City of Beacon has wired its representatives in the Legislature as follows:

"Daylight Saving is essential to the welfare of the community life—helps to better living conditions—provides time for recreation, makes home gardening a possibility, and insures domestic tranquility—the Beacon Chamber of Commerce representing a diversified industrial city wherein live 10,000 industrial workers, asks you to vote favorably on the Daylight Saving Bill—we prefer a five months' instead of a seven months' basis—the people expect you to vote for it, and we believe you will."

In forwarding a copy of the telegram, Mr. H. M. Eroh, Secretary of the Chamber, says:

"We thank you very kindly for calling it to our attention, and we wish to advise you at this time that should you at any time have any matter wherein we can render service we shall consider it not only a pleasure but an honor to be accorded that opportunity of cooperating with you."

Repeal Would Be a Crime

Mr. Thomas Scott, President of Thomas Scott and Company, Incorporated, has expressed the following views to The Merchants' Association:

"Undoubtedly this law is of great benefit to all City workers from the viewpoint of both health and economy.

SMALLER CITIES UNITE FOR DAYLIGHT SAVING LAW

and it is our opinion that its repeal would be nothing short of a crime against the people.

"We are not even of the opinion that the law should be amended to read five months instead of seven, as it is in the months of September and October, when the days are shortening, that it is most required, as it saves an extra hour's light and coal every day during these months."

For the State Law

To its members in New York State, the Silk Association has written as follows:

"The New York State Legislature is now considering the advisability of continuing the present daylight saving law as now practiced in this State.

"It is believed that a strong effort will be made to repeal the law and it needs the cooperation of everyone who wants to retain the benefits of daylight saving to see that the law is kept in force.

"You are, therefore, urged to communicate with your representatives in the Legislature both Senators and Assemblymen at Albany, New York, asking their support of the present law, with, however, the amendment that it provide for five months of daylight saving, that is from the last Sunday in April to the last Sunday in October. It is felt that this change will be more satisfactory.

"Bills on daylight saving, both for and against, will be given a hearing by the Committee on Agriculture of the Assembly on Wednesday, February 2. It is essential that you get in touch with your Assemblymen, particularly the members of the Committee, before that date, letting them know that you want to keep up daylight saving in New York State on a five months' basis.

"You may be interested to know that your Board of Managers has endorsed daylight saving and feels that its benefits result in a conservation of National resources and a material improvement in the health and general welfare of workers throughout the State.

"We shall be pleased to receive for our guidance, copies of your communication on this subject."

Amsterdam Adopts Resolutions

The Board of Trade of Amsterdam, New York, Mr. W. H. Hard, Secretary, writes as follows:

"In accordance with your suggestion

made some time ago, we have adopted resolutions favoring an amendment to the State Daylight Saving law so it will just cover five months instead of seven months as the present statute reads, and also being against a repeal of the proposition. We are giving newspaper publicity to the matter and are endeavoring to have individuals and organizations write the Governor, members of the Committee on Agriculture and our local representatives in the Legislature.

"There seems to be a feeling among many of our people, from conversation with local representatives in the Assembly, that a measure may go through to permit local option on the Daylight savings question. If there was such a measure it would be obnoxious."

Referendum in Geneva

Mr. Vincent S. Welch, Secretary of the Chamber of Commerce of Geneva, writes as follows:

"For your information, on December 22, 1920, this organization sent out a referendum to our membership and the result of the vote was as follows: 283 voted in favor; eighty-nine were opposed and fifty-three did not vote. I might say, however, that the farmers in this community are very much opposed to daylight saving and are putting forth every effort to bring pressure to bear to have the Daylight Saving law repealed."

Mr. Nelson Gray, Executive Secretary of the Corset Manufacturers' Association of the United States, writes that members of the Association have been requested to communicate with their representatives in Albany in support of daylight saving.

From New Rochelle

The following letter has been received from Mr. Ralph Morrow, Secretary of the Chamber of Commerce of New Rochelle:

"On receipt of your telegram concerning Daylight Saving, I got the members of our executive committee on the wire and as a result sent a story to the local newspapers today, a copy of which is enclosed. Also wired the Governor, State Senator and the Assemblymen of Westchester County, as follows:

"'New Rochelle Chamber of Commerce, composed of 500 business men, asks your support for Daylight Saving Law. Our Board passed unanimously resolutions favoring Daylight Saving, which means speeding up production and getting back to normal business.'

"Shall see majority party's leaders

here and ask them as members of our Chamber to wire also to Albany."

Gloversville Telegraphs

Mr. G. W. Meyers, Manager of the Chamber of Commerce of Gloversville, writes that the Chamber has wired to Governor Miller, Senator Robinson and Senator Hutchinson, requesting them to support daylight saving.

Gouverneur Yields to Farmers

The Chamber of Commerce of Gouverneur, New York, by Mr. C. F. Rush, its Secretary, writes to The Merchants' Association as follows:

"Although we, the Merchants' Council of the Chamber of Commerce, are in favor of the Daylight Saving Law, we cannot support the measure because of the sentiment which prevails in this section. The territory surrounding Gouverneur is purely agricultural, and the agricultural interests do not wish the retention of the Daylight Saving Law.

"The merchants and manufacturers of the community may be in favor of the law, but the farmer has preference in the matter in this community."

Mr. Charles R. Stevenson, Secretary-Treasurer of the Bureau of Envelope Manufacturers of America, writes that at a meeting held in Buffalo, on January 17, the Eastern members of this organization indorsed the stand taken by The Merchants' Association for daylight saving in the Eastern Time Zone.

Ilion Adopts Resolution

Mr. W. J. Willsey, Secretary of the Chamber of Commerce of Ilion, forwards the following preamble and resolution which have been adopted:

"Whereas, The Daylight Saving Law now in force in the State of New York has demonstrated its usefulness as a means of increasing industrial efficiency, promoting healthful recreation among the workers, and as an economic measure resulting in the saving of large quantities of fuel through reduced consumption of gas and electricity; and

"Whereas, The results of a recent canvass of Ilion industries, made by the Chamber of Commerce, plainly indicates approval of the Daylight Saving plan; therefore, be it

"Resolved, That the Board of Directors of the Ilion Chamber of Commerce urge Senator T. D. Robinson and Assemblyman James Evans to oppose any legislation which may be proposed having as its object the repeal of the Daylight Saving Law."

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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JAMES GILBERT WHITE, Second Vice-Pres.
WILLIAM HAMLIN CHILDS, Third Vice-Pres.
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LEWIS E. PIERSON; Chairman of the Board, Irving National Bank.
LEOPOLD PLAUT; President of the Black and Boyd Manufacturing Company.
J. LOUIS SCHAEFER; Vice-President and Treasurer of W. B. Grace and Company.
HENRY R. TOWNE; Chairman of the Board, Yale and Towne Manufacturing Company.
GUSTAV VINTSCHOGNER; President of the Markt and Hammacher Company.
H. B. WALKER; President of the Old Dominion Steamship Company.
JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.

THE CAMPAIGN FOR DAYLIGHT SAVING IS ORGANIZING AND GETTING UNDER WAY

Several important steps were taken last week in the campaign to preserve the Daylight Saving Law in the State of New York and to secure the passage of a similar law covering the Eastern Time Zone.

In behalf of the State law, which the Legislature is proposing to repeal, arrangements were made for sending a delegation to Albany to appear before the Committee in charge of the repeal bill and to oppose that measure. The Merchants' Association has arranged for a delegation which will consist of representatives of other commercial organizations joining with it and of business men, including many large employers of labor, who will appear before the Committee next Wednesday on behalf of their employees as well as on their own behalf.

It is not unlikely that other cities in various parts of the State will be represented at this hearing in opposition to the repeal bill.

In order to mature plans for the passage of the Daylight Saving bill in Congress, giving the Eastern Time Zone an extra hour of daylight during the summer, the leading commercial organizations in the principal cities in the Zone have joined in issuing a call for a meeting which will be held in the Assembly Room of The Merchants' Association on February 9. It is expected that this meeting will have results of importance.

Governor Miller and the legislative leaders in Albany are being showered with protests against the proposed repeal of the Daylight Saving Law. These protests are being forwarded not only by commercial organizations throughout the State, but by individuals who object to being deprived of the benefits which the extra daylight hour confers.

The champions of Daylight Saving are not deceived as to the situation. They are aware of the fact that the odds are against them in the Legislature, where the rural influence is even stronger this year than it was last year, when a Daylight Saving Repeal bill was forced

through in the eleventh hour. Nevertheless, they feel that, in view of the enormous preponderance of sentiment in favor of Daylight Saving, the people of the State are fairly entitled to it, and in this conviction they will continue the fight even if they should be defeated in the present Legislature.

Congress is struggling with an enormous mass of work connected with the essential appropriation bills, which must be passed before March 4, and it will be extremely difficult to get action upon anything that does not directly concern measures necessary for the support of the Government.

But The Merchants' Association knows that its members are practically unanimous for Daylight Saving, which is of immense benefit to the inhabitants of the City, and it will not be deterred by discouraging conditions from making the best fight possible or from continuing to until success has been won.

IMPROVEMENT OF THE PORT OF NEW YORK

The report made to the Legislature by the New York, New Jersey Port and Harbor Development Commission is an exceedingly comprehensive and important document. The people of New York City should never for a moment forget that the City's prosperity rests upon the business of the Port, which is the great gateway between the United States and the rest of the world. Conditions which diminish the importance of the Port are injurious to the City's welfare; the adoption of plans for adequate facilities, and their execution, are of the highest importance to the prosperity of the City.

The Port of New York has too long suffered from neglect. The Merchants' Association has repeatedly urged the adoption of a comprehensive plan which will insure adequate management and development.

The plan advanced by the Commission appointed by the States of New York and New Jersey is entitled to the most careful study on the part of every inhabitant of the City.

Governor Miller's Economy Program Commended

Through His Secretary, the Governor Expresses Appreciation of the Action Taken by The Merchants' Association Endorsing His Demand for Abolition of Needless Expenditure in the State Government—Other Organizations Signify Their Approval

The resolutions commending Governor Miller for his demand for economy in State expenditures, which were adopted by The Merchants' Association and forwarded to other commercial organizations through New York State, are attracting attention.

Other Organizations Act

Similar action is being taken by other commercial organizations, many of which are notifying The Merchants' Association of their proceedings in the matter.

The Fifth Avenue Association, through its General Manager, Mr. William J. Pedrick, Jr., writes as follows:

"We desire to advise you that this matter was taken up by our Board of Directors, on January 12th, and a resolution adopted and sent to Governor Miller."

Mr. J. E. Gheen, Secretary of the Chamber of Commerce of Niagara Falls:

"At a meeting of the Board of Directors of the Niagara Falls Chamber of Commerce held Monday, January 17th, the recommendations of Governor Miller relative to economic administration of public affairs in the State and a drastic reduction in taxes was heartily approved."

"We have written the Governor and our representatives in the Senate and Assembly accordingly."

Buffalo Heartily in Favor

Mr. George V. Lehmann, General Secretary of the Chamber of Commerce of Buffalo:

"Replying to your letter of January 14th, it gives me great pleasure to inform you that in addition to the adoption of formal resolutions, endorsing Governor Miller's retrenchment plans, our Chamber at its annual election held on January 12th obtained approximately one thousand signatures of our business men commending the Governor for his attitude."

Resolutions Adopted

Mr. F. Irving Holmes, Secretary of The Harlem Board of Commerce, forwards the following resolutions which were adopted on January 11 by The

Governor Appreciative

STATE OF NEW YORK,
EXECUTIVE CHAMBER,
ALBANY.

W. Ward Smith,
Secretary to the Governor.
January 21, 1921.

Mr. S. C. Mead, Secretary,
The Merchants' Association.
My dear Mr. Mead:

On behalf of the Governor I write to acknowledge the receipt of your favor of the fourteenth, transmitting copies of preamble and resolutions of your Association, endorsing the Governor's message to the Legislature. We also note the copy of a resolution offering to cooperate in securing the application of the Governor's recommendations.

Permit me to state that the Governor deeply appreciates the loyal offer of support that your Association is giving him in his programme of economy, and will be glad to avail himself of it when the occasion manifests itself.

Yours very truly,
W. WARD SMITH.

Harlem Board and sent to Governor Miller:

"Whereas, The Governor of the State of New York, Nathan L. Miller, both in his inaugural address and his message to the Legislature, set down certain principles of economy and measures which would tend to establish the government of our State on a business basis, thus eliminating waste and duplication; and

"Whereas, We, the members of The Harlem Board of Commerce, earnestly advocate the passage of any measures which would tend to decrease the running expenses of the State to the end that taxation should be reduced; be it

"Resolved, That we heartily commend the action of our Governor; and be it further

"Resolved, That we call upon the legislators representing this community in the Senate and Assembly to back our Governor up by their votes in the pas-

sage of all necessary bills which will tend to reduce the expense of maintaining our government and aid in the reduction of taxes."

Troy Has Acted

Mr. George W. Lemon, Managing Secretary of the Chamber of Commerce of Troy:

"We are in receipt of your favor of the 15th inst. and thank you kindly for same."

"In reply would state that we have already adopted resolutions endorsing Governor Miller's retrenchment policy for New York State."

Mr. Arnold A. Mowbray, Director of Public Information of the National Association of Credit Men:

"This Association is constantly advocating a curtailment of the Federal Government expenses, and we are also asking our 130 affiliated organizations to urge economy in their State Government budgets."

Glad to Act in Concert

Mr. Floyd R. Seekins, Executive Secretary of the Chamber of Commerce of Nyack, forwards resolutions commending the recommendation of Governor Miller. He adds:

"Anything that we can do to cooperate with you people at any time in furthering the welfare of this great State of ours, feel perfectly free to call on us."

STATE INCOME TAX

The total income tax receipts for the year were \$36,500,000, of which the counties of the State, including New York City, received an aggregate of \$18,250,000. The other half was paid to the State Treasurer for general State expenses. New York City alone received a total of \$12,469,255.74, based on the distributive shares of the five counties comprising the Greater City, as follows: New York County, \$7,497,597.13; Kings, \$2,801,150.34; The Bronx, \$1,088,924.21; Queens, \$919,943.99; Richmond, \$161,640.07.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Authorizes City Investigation by the Governor

(Sen. Int. No. 69, by Mr. Tolbert)
(Assem. Int. No. 211, by Mr. Jesse)

An Act to amend the Executive Law in relation to examinations and investigations of the affairs of counties and cities by the Governor.

Amends Section 8 by authorizing the Governor, either in person or by one or more persons appointed by him for the purpose, to examine and investigate the management and affairs of any department, board, bureau, commission or office of the State or of any county or city, including the power to subpoena and enforce the attendance of witnesses, and to require the production of books and papers.

Under present law the Governor's power of examination and investigation is limited to State affairs.

State Anti-Litter Law

(Sen. Int. No. 77, by Mr. Towner)

An Act to amend the Penal Law in relation to depositing or leaving papers or refuse on highways and destroying or removing receptacles therefor.

Adds new Sections 1438 and 1439, to read as follows:

1438. Depositing refuse on highways. Any person who shall deposit, leave or throw any papers, boxes or other refuse in or upon any street, highway, avenue, path, sidewalk, road or other public place or upon any land adjacent thereto, shall be guilty of a misdemeanor, and on conviction be fined not less than five nor more than fifty dollars.

1439. Destroying or removing receptacles for papers and refuse. Any person who shall willfully injure, destroy or remove any receptacle placed along any street, highway or other public place for the deposit of papers and refuse, shall be guilty of a misdemeanor, and on conviction be fined not less than five nor more than fifty dollars.

Protects the Public from Wild-Cat Oil and Mining Stocks

(Assem. Int. No. 88, by Mr. Henderson)

An Act to amend the Penal Law in relation to the listing and advertising of stock of oil and mining corporations.

Adds new Section 671, providing that an officer of an oil or mining corporation who makes a false statement know-

ing the same to be false, in an application to any stock exchange to list the shares of such corporation, shall be punished by a fine not exceeding \$500, or by imprisonment for not more than two years; also that 30 days prior to the publication of any advertisement containing statements as to value of the corporation's property, present or prospective earnings, or of a prospective increase in the price of its stock, the officers must file a sworn statement with the State Comptroller showing the financial condition of the corporation, a full description of its property, and its earnings for the preceding year. The submission of any false statement is punishable by a fine of \$1,000 or two years' imprisonment; and the publication of false advertising and sale of stock based thereupon is punishable by a fine not exceeding \$500 or two years' imprisonment.

Puts Sharper Teeth in Sullivan Revolver Law

(Assem. Int. No. 202, by Mr. Crewes)

To amend Section 1897 of the Penal Law, by making the unlawful possession of a revolver or other firearm a felony, instead of a misdemeanor; also making it a felony for any dealer or other person to provide another with a revolver or pistol except upon the removal of coupon attached to license, and providing that application for license to New York City Police Commissioner shall be accompanied by photograph of applicant, taken within one year, who shall satisfy the Commissioner of his good moral character by three witnesses, and who shall, on receiving license, file with Commissioner within five days after purchasing a pistol or revolver, a statement of its make, kind and serial number.

(Sen. Int. No. 28, by Mr. Wiswall)

To amend Section 1897 of the Penal Law, by providing that every license to carry dangerous weapons shall be issued in triplicate and bear upon its face a photograph of the licensee, together with his signature; also requiring one copy of the license to be filed with the Superintendent of State Police, and one copy with the head of the local police department.

(Assem. Int. No. 192, by Mr. Wallace)

To amend the Penal Law in relation to possessing or carrying a pistol or

revolver, by permitting a person in New York City to have a pistol or revolver in his dwelling or place of business, or concealed on his person, or elsewhere, without a license, provided five days' notice in writing be filed with the Police Commissioner of such intent, unless the Police Commissioner, after investigation, and for cause, notifies such person in writing that he cannot have or possess such weapon without a license, as required by Section 1897.

Would Curtail Profiteering in Theatre Tickets

(Sen. Int. No. 26, by Mr. Walton)

An Act to amend the General Business Law in relation to the sale of tickets of admission to theatres and places of amusement.

To add new Sections 155 to 159, requiring all persons engaged in selling tickets of admission to theatres or other places of amusement to be licensed by city authorities, and making it a misdemeanor for any person, licensed or unlicensed, to sell such tickets at a greater price than 50 cents in advance of the regular price charged therefor. Penalty for violation, \$1,000 fine or one year in prison, or both.

(Sen. Int. No. 27, by Mr. Walton)

To add new Section 1534 to the Penal Law, making it a misdemeanor for any person to engage in theatre ticket speculation on or in the streets of any city.

(Sen. Int. No. 30, by Mr. Meyer)

To amend Section 51 of the Greater New York Charter, by empowering the Board of Aldermen to license and otherwise regulate ticket speculators or other persons selling or offering for sale tickets of admission to theatres, concert halls, places of public amusement, or common shows.

Protects Employees' Wages in Hands of Receivers

(Sen. Int. Nos. 46 and 47, by Mr. Knight)
(Assem. Int. Nos. 287 and 198, by Mr. Brady)

To add new Section 8 to the Partnership Law and new Section 261-a to the General Corporation Law, providing that upon the appointment of a receiver of a partnership, or of a corporation organized in and doing business in this State, the wages of the employees of such partnership or corporation shall

ABSTRACTS OF NEW BILLS PENDING IN LEGISLATURE

be preferred to every other debt or claim.

Miscellaneous

Protects Horses.—To amend Section 194 of the Penal Law by making it a misdemeanor to permit any horse to be driven on any public street or highway between November first and April first unless such horse is shod in such a manner as will prevent or tend with reasonable certainty to prevent it from slipping. (Assem. Int. No. 193, by Mr. Steinberg.)

Mortgage Moratorium.—Provides that the execution or enforcement of any judgment to foreclose a mortgage or other lien upon real property, not exceeding \$5,000 due for principal, may be stayed until November 1, 1923, upon application to the court in which foreclosure proceeding is pending, provided the court shall find the person so liable or interested is unable because of circumstances attributable to war with Germany, the high cost of living, or a substantial reduction of income, to satisfy the judgment. (Assem. Int. No. 4, by Mr. Baum.)

Affects Women and Minors.—To amend Sections 77, 78 and 161 of the Labor Law in relation to the hours of labor of minors and women, by providing that no male or female minor shall be employed in any factory for more than 48 hours in any one week, instead of 54 hours, as at present; and that no female minor over 16 years of age shall be allowed to work in any mercantile establishment more than 48 hours a week instead of 54 hours. (Assem. Int. No. 14, by Mr. Bloch.)

Fingerprinting by Pawnbrokers.—To add new Section 1593 to the Penal Law, requiring pawnbrokers to make roll and plain impressions of the fingers and thumbs of every person pawning personal property or otherwise obtaining money on such security. Such prints to be filed with the police authorities on Tuesday of each week, by whom they are to be recorded, classified and indexed. (Assem. Int. 149, by Mr. Leininger.)

Staten Island Tunnel.—An Act to authorize the construction of a tunnel for freight and passenger purposes under New York Bay between the Boroughs of Richmond and Manhattan, for the purpose of improving and increasing the terminal facilities of New York City. (Assem. Int. No. 204, by Mr. Cosgrove.)

Women Jurors.—To amend Section 121 of the New York City Municipal Court Code, by providing that both male and female citizens of the United States shall be qualified to serve as trial jurors, and that commissioners of jurors within the counties of the City of New York, in their discretion, may grant an exemption upon grounds other than those specified in the Judiciary Law to a woman upon her request. (Sen. Int. No. 83, by Mr. Meyer.)

State Trade Commission.—To add new Article 2 to the State Boards and Commissions Law, establishing a State Fair Trade Commission of three persons, to be appointed by the Governor, to have jurisdiction over and power to prevent persons, partnerships and corporations from using unfair methods of competition in commerce. Under the provisions of this bill the Commission would be clothed with the same wide inquisitorial and regulatory powers relating to commerce within the State as are now possessed by the Federal Trade Commission with respect to trade practices, restrictions of trade and unfair methods of competition in interstate commerce. (Assem. Int. No. 115, by Mr. Antin.)

Soldier Bonus Board.—To provide for a Commission consisting of three members, one of which shall be the Adjutant-General, to be appointed by the Governor, which shall have charge of the distribution of bonuses to World War veterans payable out of the \$45,000,000 special bond issue. Provision is made for a Secretary and staff of employees, in the appointment of which preference is to be given World War veterans. An appropriation of \$150,000 is made. (Assem. Int. No. 183, by Miss M. L. Smith.)

Private Chauffeurs.—To add new group 46 to Section 2 of the Workmen's Compensation Law, providing compensation for persons employed as private chauffeurs. (Assem. Int. No. 226, by Mr. Antin.)

Garage Records.—To amend the Highway Law in relation to the duties of proprietor of public garages. Adds new Section 293, requiring proprietors of public garages and motor vehicle repair shops to keep permanent records of all motor vehicles left for storage, repair or other purpose, such records to be open to inspection by police officers or other proper authorities. Police authorities and State Highway Commissioner to be immediately notified if there is evidence

that manufacturer's number or mark has apparently been altered, obliterated or removed. (Assem. Int. No. 40, by Mr. Henderson.)

ANTI-LITTER WORK

Complaints Are Made Against the Manner in Which Garbage Is Collected

The Anti-Litter Bureau of The Merchants' Association is receiving a great many complaints about the irregular collections of garbage, ashes and refuse. These complaints come from Block Captains located in various parts of the City. The Captains also complain about the carelessness of drivers of the Department of Street Cleaning and refusal of the drivers to make collections unless the tenants give liberal tips.

Investigations made by the Manager of the Bureau verify the irregularity and carelessness in garbage collections.

The Anti-Litter Bureau received during the month of December 579 monthly reports from its block captains and 167 block captain pledges. The Manager of the Bureau delivered an illustrated address in Public School Number 91, Manhattan, before approximately 700 pupils, upon the work of the Bureau. He also made an address at the Park Community Council in Eighty-seventh Street between Park and Lexington Avenues.

NEW TRUCKING PAPER

Merchant Truckmen's Bureau Produces the "Commercial Transportation News"

The Merchants' Truckmen's Bureau of New York, an organization of truckmen which recently was formed here, begins with February the publication of the "Commercial Transportation News" as its official organ. It appears in magazine form with a cover which carries the table of contents. The leading article of the first number is by Dock Commissioner Murray Hulbert and it deals with the improvement of the Port of New York.

The paper contains much information of special interest to truckmen and shippers. Altogether it is an attractive production.

DOG CLUBS ARE A FEATURE IN FEBRUARY EVENTS

Convention Bureau of The Merchants' Association Makes Public the List of Meetings Which Will Be Held in New York City During the Coming Month

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of February:

- Toy Fair—February 1-March 12.
- Retail Millinery Association of America—February 2.
- National Clay Machinery Association—February 2.
- National Urban League—February 2.
- Associated Dress Industries of America, Annual Meeting—February 2.
- Association of American Wood Pulp Importers—February 3.
- National Garment Retailers' Association—February 3.
- National Institute of Social Sciences—February 4.
- United States Lawn Tennis Association—February 5.
- American Steamship Owners' Association—February 7.
- Carpet Association of America—February 7.
- National Association of Retail Secretaries—February 7-8.
- International Silk Exposition—February 7-12.
- Association of Lock Washer Manufacturers—February 8.
- Associated Fur Manufacturers—February 8.
- Eastern Supply Association—February 9.
- Wire-Haired Foxterrier Club—February 9.
- Bulldog Club of America—February 9.
- Airedale Terrier Club of America—February 9-10.
- Irish Terrier Club of America—February 9 and 11.
- National Retail Dry Goods Association—February 9-11.
- Wool Stock Graders' Association—February 10.
- Sterling Silverware Manufacturers' Association—February 10.
- Russian Wolfhound Club—February 10.
- Prince Association for Department Store Education—February 10-11.
- Westminster Kennel Club Show—February 10-12.

Meeting with the Westminster Kennel Club are the following:

- Shepherd Dog Club of America.
- Old English Sheepdog Club of America.
- Greyhound Club of America.
- Collie Club of America.
- American Foxterrier Club.
- Dalmatian Club of America.
- Japanese Spaniel Club of America.
- Cocker Spaniel Club.
- Maltese Terrier Club.
- Spaniel Breeders' Society.
- Cairn Terrier Club of America.
- Chow Chow Club of America.
- Irish Setter Club of America.
- St. Bernard Club of America.
- Great Dane Club of America.
- Pointer Club of America.
- Brussels Griffon Club of America.
- West Highland White Terrier Club of America.
- Welsh Terrier Club of America—February 11.
- Scottish Terrier Club of America—February 11.
- American Spaniel Club—February 11.
- Bull Terrier Club of America—February 11.
- American Sealyham Terrier Club—February 11.
- Society of the Genesee—February 12.
- Badger Dog Club of America—February 12.
- Pan-American Society of the United States—February 14.
- H. W. Gossard Company—February 14.
- American Institute of Mining and Metallurgical Engineers (Institute of Metals Division)—February 14-15.
- National Civic Federation—February 14-15.
- American Institute of Mining and Metallurgical Engineers—February 14-17.
- Corset Manufacturers' Association of the United States—February 15.
- Folding Box Manufacturers' National Association—February 16.
- New York Wholesale Grocers' Association—February 16-17.
- American Institute of Electrical Engineers—February 16-18.
- Label Manufacturers' National Association—February 17.
- American Bankers' Association, Trust Company Section—February 17.

National Association of Clothiers—February 17-18.

- Alpha Chi Rho—February 17-19.
- Eastern Woodworkers' Cost Information Bureau—February 23.
- American Wine Growers' Association—February 24.
- Pennsylvania Wholesale Hardware and Supply Association—February 24-25.
- American Druggists Syndicate—February 28.
- National Institute of Arts and Letters—February 28-March 1.
- Wholesale Stationers' Association of the U. S. A.—February 28-March 2.
- Association of Color Lithographers—February.
- American Toy Exhibitors—February.

LEGISLATIVE SERVICE

Much Work Done for Members of The Merchants' Association During December

The Legislative Service Bureau of The Merchants' Association during December responded to 125 requests for information, as follows, relating to

Federal legislation

Existing laws	23
Pending bills	36
State legislation	12
City ordinances	2
Miscellaneous subjects....	48

Total 125

Other incidental activities included supplying copies of Federal and State laws, also decisions of the Treasury Department and regulations of the State Comptroller relating to income taxes; bills pending in Congress, including reports, status and record of action thereon; the treatment of mail delay complaints; the preparation of statistical material relating to distribution of population and occupations; secretarial assistance to the Committee on Highway Development and to the Committee on Daylight Saving; and responding to numerous telephone calls for information of a general character relating to Federal, State and City matters.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

COMPREHENSIVE PORT DEVELOPMENT PLAN PROPOSED

The New York, New Jersey Port and Harbor Development Commission Makes a Valuable Report in Which It Brings Forward a Rational Scheme of Progress

The New York, New Jersey Port and Harbor Development Commission has prepared a report in two volumes and four parts, of which a summary has been submitted to the Legislatures of New York and New Jersey.

Personnel of the Commission

The Merchants' Association has taken much interest in the work of the Joint Commission, which consists of the following members:

For New York: Mr. William R. Willcox, Chairman; Mr. Eugenius H. Outerbridge and Dock Commissioner Murray Hulbert.

For New Jersey: Mr. J. Spencer Smith, Vice-Chairman; Mr. DeWitt Van Buskirk and Mr. Frank R. Ford.

General George W. Goethals is Consulting Engineer of the Commission, Mr. Julius Henry Cohen is Counsel, and Mr. William Leary, Secretary.

The Port Authority

The administrative plan of placing the entire Port under the jurisdiction of a Port Authority by agreement between the two States, in order that a continuing policy may be carried out, is adhered to and advocated by the Commission. The Commission expresses the opinion that the Port problem is primarily a railroad problem, and it proposes a complete reorganization of the railroad terminal system as the most fundamental physical need.

Summary of Recommendations

The recommendations of the Commission are summarized in the report as follows:

"The Commission had before it three definite tasks: First, to get the facts; second, on the basis of an analysis of these facts to lay out a better physical plan of organization of the Port; and third, to work out a legal plan for the accomplishment of the result.

"The facts have now been ascertained and are set forth in the chapters following this report. The physical or 'comprehensive' plan is based upon these facts. The soundness of the Commission's recommendations with regard to the physical plans can be determined only by a careful application of all of these facts.

Special Problems Here

"The physical and political geography

of the Port, the diversity of its activities, its very bigness, have created problems not present elsewhere. How can the natural land and water facilities be most fully utilized and coordinated? How can the high cost of terminal operations be materially reduced? And the delays? How can the conflicting demands of important enterprises for valuable water front be met? How can a plan be evolved comprehensive enough to satisfy and foster the development on the one hand of the metropolis of the hemisphere, its five boroughs and its adjoining communities, and on the other hand such thriving cities as Newark and Jersey City and some forty other municipalities, each with its own local pride, ambition and needs for development? Apart from the demands of industry and commerce, how can the eight million persons living within the Port District be fed, clothed and housed? And if the physical plan to accomplish all of these things is at hand, how can it be put into execution?

Outline of Plan

"It is the hope of the Commission that it has found satisfactory answers to all of these questions. They are found, it is believed, in the following epitomized recommendations of the Commission:

- "1. Adoption of a compact between the States of New York and New Jersey providing for
 - "(a) Creation of a single Port District;
 - "(b) Administration by a single Port Authority.
- "2. Construction of the automatic electric system with many joint terminal stations in Manhattan for the distribution and collection of general merchandise, freight and food products.
- "3. Development of a standard belt-line railroad system for all parts of the Port except Manhattan, embracing
 - "(a) Inner or waterfront belt lines in New York and New Jersey;
 - "(b) Middle belt lines in New York and New Jersey;
 - "(c) An outer belt line in New Jersey.
- "4. Consolidation of railroad marine

operations not eliminated by the automatic-electric and extended rail service, with separate joint railhead terminals for

"(a) Car-float service;

"(b) Lighterage.

"Recommendations Numbers 2, 3 and 4 make up the comprehensive physical plan, the improved railroad terminal system which will be the backbone of a rational Port development, and the formal adoption of which, in conjunction with the contract, the Commission urges upon the Legislatures. The economic sequence of construction should be determined by the Port Authority.

"In furtherance of that rational development, though not as a part of the official plan, the Commission recommends the following:

- "5. Construction of food receiving stations and inauguration of a system of inspection and certification at the railroad joint yards, which would make possible the creation of terminal markets around stations of the automatic-electric system in Manhattan and The Bronx.
- "6. Reorganization with wider piers and slips and more warehouse facilities of the Manhattan and other congested waterfronts.
- "7. Dredging of channels to every part of the Port's waterfront in keeping with the volume and character of the water-borne commerce seeking to use them, and removal or modification of bridges obstructing the channels.
- "8. Provision of suitable highway access to every part of the Port's waterfront.
- "9. Construction of additional terminals for the New York Barge Canal.
- "10. Wider installation of judiciously selected freight-handling machinery.
- "11. Creation of bunkering facilities and fuel reserves for steamships.
- "12. Erection of grain elevators for joint use of New Jersey railroads and New York Barge Canal at a southern terminus of the outer belt line and at Piermont, and early completion of the Barge Canal elevator authorized at GoWANUS Bay.

PORT DEVELOPMENT PLAN IS PROPOSED

- "13. Provision of better facilities for handling building materials.
- "14. Zoning of steamship terminals by trade routes as far as practicable.
- "15. Establishment of free ports in the Port District.
- "16. Obtaining of immediate partial relief from present oppressive terminal conditions through
 - "(a) Consolidation of marine equipment and service;
 - "(b) Inauguration of voluntary store-door delivery by an organized motor-truck medium."

Great Railroad Terminal Scheme

If the plan proposed by the Commission is adopted, there will be twelve railroad terminals with bridge sidings in Manhattan. When a dispatcher at the joint yard throws an electric switch, the eight-car train starts automatically, speeds up to thirteen miles per hour, and runs to the desired terminal, on the approach siding of which it automatically comes to rest. Return trains start from forwarding sidings at the terminal when a switch is thrown, proceed to the joint yard and come to rest. The cars then proceed singly to the transfer platforms, their trucks bearing outbound freight are removed, and they receive new inbound loads and continue in the cycle.

At the terminals the cars are lifted singly by elevators to platforms at or near the surface, where their loads are discharged and they receive new ones. The platforms are on two levels to separate inbound and outbound drays. Revenue-producing warehouse floors are provided above.

Belt Line System

The belt line system the Commission recommends includes joint marginal belt lines along most of the navigable waterfronts of the port, serving steamship terminals or industrial developments; belt lines further inland, in both New Jersey and New York, connecting the railroads and their yards, and providing thoroughfares; and a line encircling virtually the entire western half of the district, running from Piermont above the Palisades to Bayonne, Staten Island and Perth Amboy, passing west of Paterson and the Orange Mountains. Connection between the New York and New Jersey systems is proposed first by car ferry across, and ultimately by tunnel under the upper bay.

Brooklyn and Queens

Brooklyn and the East River section

of Queens are to be served by the Long Island-New York Connecting Railroad from Bay Ridge to Hell Gate, and by marginal lines, not necessarily continuous, but reached by float bridges or by spurs from the Bay Ridge-Hell Gate line, from which spurs are to run to Jamaica Bay and Flushing Bay.

Marginal lines are to skirt the Harlem and East Rivers in The Bronx, from Spuyten Duyvil to Throgs Neck, and other lines are virtually to encircle Staten Island. Yonkers and the communities north are to be served by joint car float stations reached from Piermont.

Existing belt lines are to be improved to serve the Hudson River and Upper Bay waterfronts in New Jersey. New lines along both sides of Newark Bay and the Hackensack River, the west bank of the Arthur Kill and the north bank of the Raritan River, are to serve Newark, Jersey City, Bayonne, Elizabeth, Perth Amboy, and other communities.

Whole Harbor Will Benefit

Both sides of the Hudson River are expected to benefit greatly by the belt line system. With the removal of many operations from the railhead terminals in New Jersey and Staten Island, states the Commission, the waterfront will become well adapted to steamship piers with direct rail service. The belt lines connecting all of the trunk railroads will stimulate development on both sides of Newark Bay and make the Hackensack Meadows available for large industrial developments. The outer belt line beyond the present congested areas will accord great possibilities for industrial developments with direct connection to steamship and Barge Canal terminals.

FOR CLEANER HARBOR

An appropriation of \$1,012,000, to be used in preventing deposits in New York Harbor, has been requested of Congress by the Army Engineer Corps. Part of the fund sought would be used to employ fifty additional deputies to board incoming oil-burning vessels to prevent the illegal discharge of refuse fuel oil into the waters of the harbor. Congress was informed that the oil discharges were proving to be a fire menace, and were damaging property by polluting the water.

RAILROAD TRAFFIC ON LONG ISLAND

The traffic on the Long Island Railroad has increased in fifteen years from 18,199,000 to 73,000,000 passengers.

CENSUS SHOWS CITIES' GROWTH

Census Reveals Drift of the Population from Rural to Urban Centers

TEXAS THE GREAT FARM STATE

For the first time in the country's history more than half of the population of continental United States is living in urban territory. Persons living in cities and towns of more than 2,500 when the 1920 census was taken numbered 54,318,032, the Census Bureau announced recently, while those living in rural territory numbered 51,890,739.

Urban Population Increases

The population of the cities and towns in 1920 showed a gain of 5.6 per cent over that in 1910 and was 51.4 per cent of the total population of the country. The proportion of urban population is larger than in 1910 in all but three States—Colorado, Montana and Wyoming—the largest increase being that for Michigan—from 47.2 in 1910 to 61.1 per cent in 1920. Texas, Indiana, Ohio, Florida and Oklahoma also show considerable gain in the proportion of population living in urban territory.

Where City Population Leads

In total urban population New York leads the country, while Pennsylvania stands second, Illinois third, Ohio fourth, Massachusetts fifth and New Jersey sixth. Rhode Island has the highest percentage of urban population compared with its total population, with 97.5 per cent, Massachusetts is second with 94.8, New York third with 82.7, New Jersey fourth with 78.7, California fifth with 68.0 and Illinois sixth with 67.9.

The Great Farming States

In total rural population Texas leads, while Pennsylvania is second, Georgia third, Ohio fourth, Illinois fifth and North Carolina sixth, each having more than 2,000,000 persons living outside of cities and towns. Mississippi has the highest percentage of rural population as compared with its total population, it being 86.6 per cent, North Dakota is second with 86.3, South Dakota third with 84.0, Arkansas fourth with 83.4, South Carolina fifth with 82.5 and New Mexico sixth with 82.0.

PACIFIC SWATTER SENDS DEAD FLY

**Mr. Person, of California, Wants
to Find Out Where He Stands
As to the Trophy**

DENIES A MERCENARY MOTIVE

No doubt stirred by jealousy of his successful Eastern rival, who gained fame at the beginning of the New Year by swatting the first 1921 fly, Mr. Robert S. Person, a resident of Elizabeth, New Jersey, one time auditor of the Department of the Interior, has sent to The Merchants' Association from his winter home in Glendale, Los Angeles County, California, in a hermetically sealed casket, the remains of the first fly swatted in the New Year in that active, progressive and assertive section of the country.

Disclaims Mercenary Motives

Mr. Person, although he disclaims any mercenary motive, hints broadly that he would graciously receive from Edward Hatch, Jr., Chairman of The Merchants' Committee on Pollution and Sewerage, a little trifle similar to the scarfpin awarded by Mr. Hatch to the Philadelphian who despatched New York's first New Year fly. He writes in glowing terms of the perils to humankind which he averted by his fatal assault upon the Los Angeles County insect. He says:

"What are the 'rules of the game'? What is the jurisdictional boundary—if any? Is there allowance for discrepancies in time between zones—Atlantic and Pacific, for instance, 3 hours? At any rate, herewith are the remains of a fly which might easily have been transported across the continent either in a tourist car or as a stowaway in a Sante Fe de Luxe Pullman. It frequently happens that friendly flies cross the continent in this manner, without change of cars, and this particular fly might have been (alas!) the ancestor of 'several billions' of his kind bred within the sacred limits of Manhattan Island.

Wants to Know His Rights

"In justice to myself, however, I should add that this particular fly was despatched for no mercenary motive or hope of reward, but rather as a patriotic sanitary duty—which fact, according to the A. P. A. report, differentiates

this case from the case of the squad of spectacular fly hunters led by the mercenary Philadelphian. Nevertheless and notwithstanding, if I have acquired any rights in the premises I should be willin' as any Barkis you ever knew to have them presented to the proper tribunal for adjudication, and your petitioner will ever humbly pray, etc.

"If, however, there's only one 'Grand Prix' in this contest, you may be assured I would be happy with 'something equally as good,' albeit not quite so Grand."

Chairman Hatch's Committee is considering the creation of a Pacific Coast Division for dealing with flies, and in that case a suitable award may be made to Mr. Person.

INDUSTRIAL PLANTS REDUCING WAGES

Establishments Reporting to Industrial Bureau Show Downward Tendency

FEW DO NOT CONTEMPLATE CUTS

Reports have recently been made to the Industrial Bureau of The Merchants' Association by thirty-seven representative manufacturing establishments in New York City, most of which employ 500 or more persons, concerning wage reductions in their plants.

Wage Reductions

Of these thirty-seven concerns, fifteen have already made wage reductions, affecting about 6,000 employees, and ranging from 5 to 21 per cent; four contemplate making wage reductions in the near future which will affect several thousand more employees, and will probably range from about 10 to 25 per cent or over; six report that they do not expect to make any wage reductions; and eleven say they are uncertain as to what action they will take.

A questionnaire was sent to these manufacturers asking if they had as yet reduced the wages of any of their factory employees; if so, how many were affected and what was the extent of the reductions; if not, whether they intended to make any reductions; and if so, approximately on what date, how many employees would be affected and what would be the extent of the reductions.

Reductions General

The replies to the questions indicate that wage reductions have already been

made by fifteen manufacturers. Two, however, have not altered their basic wage, but have merely dropped the additional compensation which they had been paying to their employees, in one case amounting to 10 per cent and in the other case from 15 to 18 per cent. In two other cases mention is made of the fact that reductions have not been applied to foremen.

One of the manufacturers states that reductions in his plant were worked out by a committee of the workers. Two other manufacturers state that they have reduced only their high-priced operatives, 10 per cent in one case and 20 per cent in the other.

Amount of Decreases Varies

The amount of the reductions already made by the fifteen manufacturers mentioned above varies from about 5 to 21 per cent. In four plants there has been a general reduction of about 10 per cent; in another, a reduction of from 10 to 15 per cent; in two others, a reduction of 15 per cent.

One manufacturer has reduced his day workers 10 per cent and his piece workers 10 per cent. Another manufacturer has reduced his skilled workers, which constitute about one-fifth of his total force, 20 per cent, and his unskilled force 5 per cent. Four other manufacturers have made reductions which vary with departments and classes of workers, as follows: 10 to 20 per cent, 8 to 20 per cent, 15 to 21 per cent, and 20 per cent.

Four manufacturers have planned to make definite reductions in the near future, in two cases amounting to 10 per cent, in another case 15 to 20 per cent, and in a fourth, 25 per cent immediately, and another 25 per cent within three months.

These Have Not Reduced

Six manufacturers state that they do not expect to make any wage reductions. One of these employs union men whose salaries have recently been increased. Another reports that while he does not intend to reduce wages, he does intend to put a reclassification of employees into effect.

Eleven manufacturers report that they are uncertain as to what action they will take in regard to wage reductions. Five of these concerns have agreements with unions, and no change in wage scales will be made until these agreements expire.

Most of the percentages given in the report are approximate owing to the fact that in many cases the situation calls for gradual adjustment by departments.

CONDITIONS IN HAVANA HARBOR EXHIBIT IMPROVEMENT

Special Commissioner Makes Progress in Cleaning Up the Congestion—Protection for Owners of Patents—Important Trademark Decision in Brazil

Prepared by the Foreign Trade Bureau of The Merchants' Association.

Members of The Merchants' Association will be glad to learn that the reports coming from Havana indicate some improvement in connection with the harbor congestion which has been so long prevalent at that port.

Colonel Despaigue was appointed some time ago by President Menocal as Special Commissioner in charge of relieving dock congestion. Colonel Despaigue is well qualified for the work inasmuch as he was in charge of the Customs service of Cuba during the regime of Colonel Leonard Wood. He was also a member of the Cuban Commission which conferred with the American Commission during August of last year, and was at all times definite in his opinions with respect to the causes of delay and methods to be used in clearing up the harbor.

A recent report from Havana commenting on the success of his methods states that firemen have been called to flush the surface of certain portions of wharves and piers now clear of goods which have not been bared for more than twelve months.

Patent Protection

Congress Is Asked to Pass Legislation to Extend Filing Time

The Committee on the Protection of Industrial Property of The Merchants' Association has recommended that The Association support H. R. 15662, a bill to extend temporarily the time for filing applications for patents, for taking action in the United States Patent Office with respect thereto, and for the reviving and reinstatement of applications for patents.

Immediate Action Essential

This position was taken because of the feeling of the Committee that such legislation should be enacted before the end of the present Congress.

The report of the Committee in the form of preambles and resolutions is as follows:

"Whereas, The rights of American inventors, patentees and manufacturers, in patent property, were injuriously affected by the war, which prevented the timely filing of applications for patents,

and the timely payment of renewal fees upon foreign patents; and

"Whereas, Laws have been enacted by foreign countries providing for extension of the normal periods of time within which to file applications and pay renewal fees; and

"Whereas, Such laws have been generally based on the principle of reciprocity; and

"Whereas, Citizens of the United States are not now in position to enjoy the benefits of such laws because no reciprocal laws have been enacted in the United States; and

"Whereas, H. R. 15662 meets the situation, and has received the endorsement of patent laws associations, and the Commissioner of Patents has appeared before the Patent Committee of the House in support of such bill; and

"Whereas, Failure to enact this or some equivalent measure would deprive American inventors, patentees and manufacturers of the opportunity to secure or maintain patent rights abroad upon many valuable inventions made since the commencement of the World War, and thus cause very large losses to them; and

"Whereas, The date of March 31, 1921, has been fixed by a considerable number of important foreign countries as the final date for protecting abroad inventions made during the war and, therefore, to be effective, action must be taken before the end of the present Congress; now, therefore be it

"Resolved, That The Merchants' Association strongly endorses H. R. 15662 and urges Congress to enact such a bill into law at the earliest possible moment."

Marine Insurance

Committee Organized to Consider Problems Involved

The Merchants' Association has organized a Committee to consider the many problems arising in connection with the growth of marine insurance in the United States.

Mr. Schaefer, Chairman

The Chairman of this Committee is Mr. J. Louis Schaefer, one of the Board

of Directors of The Association, and Vice-President of W. R. Grace and Company.

It was the conception of The Association in organizing this Committee that it should be composed of representatives of insurance companies, insurance brokers, buyers of insurance, including those covering cargoes and those covering hulls, and representatives of banks. The banks were included because they frequently have so much at stake depending upon the validity of the insurance policies attached to documents they accept.

Committee Personnel

The complete personnel of the Committee is as follows:

Mr. J. Louis Schaefer, Chairman,
Mr. W. D. Adams,
Mr. Herbert Appleton,
Mr. Hendon Chubb,
Mr. E. W. Congdon,
Mr. E. A. DeLima,
Mr. Manuel Fano,
Mr. Thomas Hildt,
Mr. James J. Hoey,
Mr. J. Parker Kirlin,
Mr. William H. Knox,
Mr. W. H. LaBoyteaux,
Mr. William Langford,
Mr. William E. Peck,
Mr. Daniel Warren.

At its first meeting a few days ago, the Committee determined to confer with interested members in order to be sure of covering all phases of marine insurance problems in which the members of The Association are interested, and which would come properly under the jurisdiction of their Committee.

Trade Marks in Brazil

Court Decision Seems to Put Federal Registration Above Local

Many firms in the United States have been disturbed by reports affecting the ownership of American trade-marks in Brazil, which country adheres to the theory that the registration of a trade-mark creates an absolute right during the period of registration regardless of any question of user.

The Brazilian Law

The Brazilian law provides for the

IMPORTANT TRADEMARK COURT DECISION IN BRAZIL

Federal registration of trade-marks in a central office in Rio de Janeiro, and also provides for registration at designated points in each of the States of Brazil. Consequently, uncertainty arose with respect to the ownership of conflicting trade-marks registered in the Federal office and in one or more of the State offices, it being claimed upon the basis of local court decisions, that registration in the local office must take precedence and right over Federal registration.

At a meeting of The Association's Committee on Protection of Industrial Property some time ago, the entire question was discussed and one of the members of the Committee, Mr. Albert Parker, of Marks and Clerk, was asked to investigate the situation and to report to the Committee with respect thereto.

Federal Registration Supreme

Mr. Parker submitted his report on this matter at a meeting of the Committee held on Thursday, January 20. That report indicates that the Supreme Court of Brazil has taken a position definitely in favor of the supremacy of registration at the Federal office over registration in any separate State. A copy of his report follows:

"In pursuance of your request that I investigate the trade-mark situation in Brazil as to whether an American manufacturer who had registered his mark in the Federal Junta (Board of Trade) at Rio de Janeiro was safe from subsequent registrations by a native Brazilian in the various local Juntas, and report thereon with recommendations, I have the following to state:

"I submitted the matter to Dr. Momsen, a member of the Brazilian bar and an expert in patent and trade-mark matters, and he replied fully, giving his opinion, as shown in copy of his letter attached hereto. Before I took up the matter for reporting to your Committee, however, the Supreme Court of Brazil rendered an opinion in October, 1920, which finally and favorably decided the question at issue and rendered unnecessary an analysis of the legal situation as it existed prior to the decision referred to, or any special comment on Dr. Momsen's opinion. The Supreme Court held, in effect, that the Rio Board of Trade should reject the deposit of a state registration which was filed in the Board of Trade of its state or origin on a date subsequent to the filing of a Federal registration with which it conflicted. Be-

fore this decision the Court of Appeals of the Federal District had held, in a number of cases, that the Federal Junta was not justified in rejecting the deposit of a state registration in view of a prior Federal registration. I attach reprint of an article from the 'Brazilian American,' Rio de Janeiro, of October 23, 1920, by Dr. Momsen, discussing the case, which involves an application on behalf of Pereira and Cia of Pernambuco to deposit a state registration at the Federal Junta for the trade-mark 'Liege' for cigarettes.

"It may be interesting to note that Dr. Momsen had already arrived at the conclusion, as shown in his opinion, that American manufacturers registering trade-marks at the Federal Junta were protected against subsequent state registrations by natives, for the reason that a subsequent conflicting state registration may at any time be cancelled judicially. He states:

"Of course, in case a state registration infringes a prior domestic, foreign or international registration, the state registration may be at any time cancelled judicially. A prior domestic, foreign or international registration always is good against a subsequent state registration."

"It would be in order at the present time, therefore, to take steps to cancel any existing conflicting state registrations in Brazil, i. e., those which were effected before the date of the Supreme Court decision. The Committee may be assured also that it is now entirely unnecessary to attempt to effect the filing of Federal registrations at the various state Juntas, as had been suggested, in order to protect American trade-mark rights in Brazil."

The Trinidad Tariff

Exporters Hampered by British Policy of Discrimination

In response to complaints made by members of The Merchants' Association with respect to tariff legislation recently enacted in Trinidad, compelling merchandise from the United States to pay a heavier duty than similar merchandise imported from the British Empire, and compelling the payment of duty on the basis of the current rather than the par rate of exchange, inquiry was made of the Department of Commerce, through the medium of the Tariff Division, by

the Foreign Trade Bureau of The Merchants' Association.

The Bureau was informed that the preference shown to merchandise originating in British territory is merely part of the general inter-Empire territory preferential that has been adopted by the British Empire as a policy in all parts of the world.

The Bureau pointed out to the complaining members of The Association that, since The Association has advocated the payment of import duties in this country on the basis of the current rate of exchange, it could not well protest against similar action on the part of any other government.

Shipping Board Delay

A member of The Merchants' Association has notified it of instructions received from a consignee in Manila asking that no more merchandise be shipped on boats operated by the United States Shipping Board, because of the excessive delay in the movement of these vessels from Atlantic ports to the Philippines. The Shipping Board denied that excessive delays occurred. The Association then obtained the details and presented them to the Shipping Board, upon which the Board admitted that the delays in question, which had been attributed to break-downs of machinery, were inexcusable.

NEW STEAMSHIP SERVICE

United States Transportation Company Will Ply Between New York and Pacific Ports

The Traffic Bureau is in receipt of advice that the United States Transport Company, Incorporated, will establish regular service between New York and the Pacific Coast ports of Los Angeles Harbor, San Francisco and Seattle, commencing with the S. S. C. H. Livingstone (9,400 tons), sailing from New York February 8, 1921, receiving Pier 31. North River, New York. The second steamer is scheduled to sail from New York on February 25.

It is the purpose of this line to maintain semi-monthly sailings both to and from New York and the Pacific Coast ports.

For information as to rates, permits, bills of lading and other particulars, apply to the Agents, "Congress Coal and Transportation Company, Incorporated, 2 Rector Street.

HOW THIS ASSOCIATION VOTED ON TAX REFERENDUM

Statement of the Action Taken by the Board of Directors Is Made for the Purpose of Clearing Up Doubts and Misunderstandings Among Members

Confusion has arisen in the minds of members of The Merchants' Association regarding the action taken by The Association upon the referendum submitted to it by the Chamber of Commerce of the United States regarding the revision of the Federal tax laws.

Committee Report Considered

The Committee on Taxation and Public Revenue, to which the referendum was referred, made certain recommendations with regard to each of the fifteen proposals. These were carefully considered by the Directors, who had the benefit of further explanation from the Chairman of the Committee, Mr. Henry Ives Cobb, Professor E. R. A. Seligman and Mr. Robert H. Montgomery. Each of the proposals submitted by the Committee was fully discussed and debated by the Directors. In the main, the action recommended by the Committee was approved by the Board, but in one or two instances the Directors took other action. This was notably true with regard to the proposed Sales Tax which was opposed in the report of the Committee and approved by the Board.

Action Taken by the Board

The action taken by the Board, which is the action of The Association, upon each of the fifteen proposals contained in the referendum, was as follows:

I

"The excess profits tax should be repealed."

By motion duly made, seconded and carried, the Board adopted the recommendation of The Association's Committee that the ten ballots of The Association be cast in favor of this proposition.

II

"Revenues now derived from the excess profits tax should be obtained mainly from taxes on incomes."

By unanimous action the Board of Directors adopted the recommendation of the Committee and instructed that the ten ballots of The Association be cast in favor of proposition No. II with the following explanatory note as a part of the ballot:

"We vote 'aye' on proposition II with the following reservations or interpretations:

"(a) The term 'taxes on incomes' we understand to include taxes on incomes of corporations as well as of individuals.

"(b) The advocacy of taxes on incomes is not to be interpreted as approving of any increase in the normal rate of the income tax of individuals.

"(c) The advocacy of taxes on incomes is to be interpreted as implying a decided reduction on the present rate of surtaxes in the individual income taxes.

III

"There should also be excise taxes upon some articles of wide use but not of first necessity."

To this proposition the Board gave careful consideration. After discussion and by unanimous action, the Board adopted the recommendation made in the Committee's report and instructed that the ten ballots of The Association be cast in favor of proposition No. III with the following explanatory note as a part of the ballot:

"We recommend that very careful attention be paid to the selection of the various industries and articles to be subjected to excise taxation.

IV

"Should a sales tax be levied instead of the taxes mentioned in proposals II and III above?"

To this proposition also particular consideration was given by the Board. After full discussion, by unanimous action, the Board adopted the recommendation contained in the Committee's report and instructed that the ten ballots of The Association should be cast in opposition to proposition No. IV, with the following explanatory statement as a part of the ballot:

"The reasons which have prompted The Merchants' Association of New York to vote 'No' on proposition IV are in briefest compass the following:

"(a) The tax will tend to give an unfair advantage to the multiprocess organization.

"(b) To the extent that the tax is not apt to be shifted on a falling market, it becomes a tax on

gross income and is thus entirely inequitable as between various classes of business.

"(c) If the tax is shifted it will cause our general taxation system to be an undue burden upon consumption as compared with wealth.

"(d) The tax is apt to be cumulative and thus open to all the objections of pyramiding taxation.

"(e) The uncertainty of the yield will seriously embarrass the equilibrium of the budget.

"(f) The administrative difficulties would be very great.

"(g) As the Secretary of the Treasury in his annual report for 1920 states, it would add a heavy administrative load to the Bureau of Internal Revenue which is already near the limit of its capacity."

V

"Should a sales tax be levied in addition to such taxes as are mentioned in proposition II and III above?"

After careful consideration of this proposition and of the recommendation of the Committee that The Association's ballots be cast in opposition thereto, the Board of Directors, by unanimous action, concluded not to accept the Committee's recommendation but instructed that the ten ballots of The Association be cast in favor of proposition No. V.

VI

No vote.

VII

"There should be a moderate and graduated undistributed earnings tax on corporations."

By unanimous action the Board of Directors adopted the recommendation of the Committee on Taxation and Public Revenue that the ten ballots of The Association be cast in opposition to proposition VII, with the following explanatory note as a part of the ballot:

"We favor an increased rate of tax on incomes of corporations rather than an undistributed earnings tax."

VIII

"Each individual stockholder of a corporation should pay his own normal tax."

By unanimous action the recommendation of the Committee that the

HOW DIRECTORS VOTED ON TAX REFERENDUM

ten ballots be cast in opposition to proposition VIII was adopted.

IX

"Income from any new issues of securities which may lawfully be made subject to Federal tax should be taxable."

The Board, by motion duly carried, adopted the recommendation of the Committee and instructed that the ten ballots be cast in favor of proposition No. IX.

X

"American citizens resident abroad should be exempt from the American tax upon income derived abroad and not remitted to the United States."

By unanimous action the Board adopted the recommendation of its Committee and instructed that the ten ballots be cast in opposition to proposition No. X, with the following explanatory note as a part of the ballot:

"We vote 'No' on question X for the reason that under the law as it now exists, an American citizen resident abroad receives a credit on his tax of the amount of tax paid by him to a country of his residence upon his income from sources in that country."

XI

"Profits arising from sale of capital assets should be allocated over the period in which earned and taxed at the rates for the several years in the period."

By unanimous action the Board of Directors adopted the recommendation of its Committee and instructed that the ten ballots be cast in favor of proposition No. XI.

XII

"Exchange of property of a like or similar nature should be considered merely as a replacement."

After careful consideration of this proposition, the Board by unanimous action did not adopt the recommendation of its Committee that the ten ballots be cast in favor of proposition No. XII, but instead thereof refrained from voting, with the following explanatory statement as a part of the ballot:

"We refrain from voting upon question XII on the ground that the question as framed is obscure, involved and misleading."

XIII

"Net losses and inventory losses in any taxable year should cause redetermina-

tion of taxes on income of the preceding year."

By unanimous action the Board adopted the recommendation of its Committee to refrain from voting on this proposition, with the following explanatory statement as a part of the ballot:

"We refrain from voting upon question XIII on the ground that the question as framed is obscure, involved and misleading."

XIV

"Ascertainment by the Government of any tax based on income should precede payment."

By unanimous action the Board adopted the recommendation of its Committee that the ten ballots be cast in opposition to proposition No. XIV, with the following explanatory statement as a part of the ballot:

"To ask the Government to wait until the tax has been officially ascertained and assessed would not be practicable, in view of the Government's present need for revenue."

XV

"Administration of income taxation should be decentralized."

By unanimous action the Board adopted the recommendation of its Committee that the ten ballots be cast in opposition to proposition No. XV.

TRAFFIC SERVICE

Many Matters Disposed of During December and November on Requests from Members

The Traffic Bureau of The Merchants' Association during December received and disposed of requests from individual members for service as follows:

Matters pending November 30..... 40
New matters received during Dec.. 136

Total 176

Matters completed during December 153
Matters pending December 31..... 23

Total 176

The service referred to above consists of advice and assistance in transportation matters. In November the Bureau disposed of 131 different matters.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

FOR EDUCATION OF IMMIGRANTS

Second Meeting of Conference on Immigrant Education Will Be Held This Afternoon

MANY AGENCIES ARE INVITED

A second meeting of the Conference on Immigrant Education will be held in the Assembly Room of The Merchants' Association today at three o'clock. The report of the Organization Committee, of which Mr. William H. Woodin, President of the American Car and Foundry Company, and a member of The Association's Committee on Immigration and Naturalization, is Chairman, will be presented.

What the Report Proposes

This report provides for a New York City Council on Immigrant Education. An Outline of Organization stating the purposes and character of the Council has been drawn up by the Organization Committee. Copies of this Outline were sent to 187 New York City agencies with the request that they send representatives to the coming meeting authorized to act upon the plan.

Outcome of Previous Meeting

The appointment of the Organization Committee was the outcome of a previous meeting of the Conference on Immigrant Education, held in the Assembly Room of The Merchants' Association on December 21, a report of which appeared in "Greater New York" on January 3. This meeting was the result of an invitation issued by The Merchants' Association for the purpose of considering the feasibility of some cooperative effort in immigrant education work in New York City.

GROWTH OF SHIPBUILDING

Shipbuilding since 1914 has advanced from the fifty-eighth industry in the United States to fifteenth. Reviewing the unprecedented production of ocean-going tonnage, "Marine Engineering," in the current number declares that in 1914 the total value of the output of the industries of iron and steel and their products was \$3,223,144,000, of which shipbuilding was approximately 2% per cent. The present estimated value of the annual output of iron and steel industries is \$6,500,000, of which shipbuilding is approximately 15 per cent.

PASSAIC VALLEY SEWER ARGUMENT

Former Justice Hughes and Former Attorney General Wickersham Are Opposed

FOR PROTECTION OF HARBOR

Final argument in the Passaic Valley Sewer case took place before the Supreme Court in Washington last Monday.

How the Case Originated

This case was the outcome of the objection made by The Merchants' Association of New York to the execution of plans which placed the outfall of the great Passaic Valley Sewer at Robbins Reef in New York Harbor. The Association's Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman, pointed out that the discharge of such an enormous amount of sewerage in the harbor would tend to block the channels and to endanger navigation. Mr. Hatch and Mr. S. C. Mead, Secretary of The Merchants' Association, attended the argument.

After much agitation, suit was eventually brought by the State of New York against the State of New Jersey to restrain the Passaic Valley Sewerage Commission from carrying out the plan. The sewer will bring down the sewerage from Passaic, Paterson, Newark and other New Jersey cities and communities.

Mr. Hughes and Mr. Wickersham

Former Supreme Court Justice Charles E. Hughes appeared for New York and Mr. Adrian Riker, counsel for the Passaic Valley Commissioners, and the Hon. George W. Wickersham, former Attorney-General, for New Jersey.

It was contended by Mr. Hughes that the waters of New York Harbor already were dangerously polluted by the sewage flowing from the North and East Rivers, and that to add the sewage from the Passaic Valley towns would not only create a nuisance but would endanger the health of New York's inhabitants.

Mr. Wickersham met this contention with the argument that his client contemplated treating the sewage in a scientific manner that would prevent the creation of a nuisance or the endangering of health. He asserted that the watershed of the Passaic River is as truly tributary to the waters of the Up-

per Bay as the Hudson, Harlem and East Rivers.

Would Imperil Harbor

Mr. Hughes said that 200,000,000 gallons of sewage was poured daily into the Upper Bay from the Harlem and East Rivers alone, and an additional 150,000,000 gallons from the Passaic Valley sewer, as contemplated under the proposed plan, would create an insufferable situation. A project was now under consideration by the City of New York, he said, for erecting a disposition station off Red Hook, near Governors Island, to care for the sewage from the Harlem and East Rivers, and this plan would be disrupted if the Jersey sewer emptied into the bay only about a mile distant. If the Passaic Valley sewer was built as proposed, he declared, the Harlem and East River station would have to be moved several miles out to sea.

"There is plenty of room in the Meadows," Mr. Hughes said, "for a great number of scientific methods of disposal instead of insisting on this comparatively inexpensive method of pouring through a tunnel into New York Bay an immense amount of Jersey sewage, simply because New York City follows that natural method."

"Has New York the right to step in and stop Jersey's scientific method of sewage disposal when New York itself does not use any scientific methods of disposal at all?" asked Mr. Wickersham, in opening his argument.

Pending Thirteen Years

The case has been in the Supreme Court of the United States since 1908. The State of New York seeks to restrain the construction and operation of a trunk line sewer proposed to be built for the purpose of conducting sewage of the Passaic Valley sewage district of New Jersey, including Paterson, Passaic, Newark, and other Jersey towns, to a point in New York Bay near Robbins Reef and there discharging the sewage almost under the nose of the Statue of Liberty. It is contended that this additional amount of sewage added to that already flowing into the upper bay from eleven New York State municipalities, including Manhattan and Brooklyn, would jeopardize seriously the health of New York citizens as well as interfere seriously with their comfort and recreation.

The point in the bay where it is proposed to fix the terminus of the big Jersey sewer is not far from Coney Island, Sea Gate and other South Shore recreation beaches.

CHEERFUL GIVER WAS VICTIMIZED

His Charity Donations Frittered Away in Payments to Persons Collecting Them

AN OCCASIONAL CHECKUP WISE

Prepared for The Merchants' Association by the Bureau of Advice and Information of the Charity Organization Society

The Bureau of Advice and Information has recently received from a member of The Merchants' Association a list of twenty-five organizations, presumably philanthropic, to which he has been contributing for several years. Quite recently the firm began to have doubts as to the responsibility of some of the solicitors who came around regularly for donations, and decided to check up the list.

Collectors Get Half

The make-up of the list indicated, at once to the practised eye that this firm had been a bright, particular mark for most of the professional charity solicitors of the past five years, and that probably half of their money, given with the best of intentions, had gone straight into the pockets of these individuals.

Without an exception every organization on the list used professional solicitors, a method of raising money so expensive and so open to abuse that it is generally discredited and is no longer used by sound responsible agencies. Less than half of the agencies named are doing work of any public value whatsoever, the majority of them existing solely as means of keeping within the law and furnishing an excuse for the activity of solicitors. Two of them are collecting funds for institutions which have no legal right to operate, and more than one of them has had its methods inquired into by the District Attorney.

"Senator Fogarty" Only Absentee

Indeed about the only charity skeleton missing from this extraordinary collection is Senator Peter Justus Fogarty. This worthy gentleman, by the way, after his recent brush with the police and the Magistrate's court, is again actively soliciting aid for the poor scrub-women of the First Ward.

A list such as this one furnishes a glittering example of the usefulness of an occasional stocktaking of benevolences.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, FEBRUARY 7, 1921

No. 6

Repeal of Daylight Saving Would Invite Plagues

Health Commissioner Copeland Warns the Legislature Against Abrogation of the State Law Which Gives an Extra Daylight Hour—New York City's Workers Vote Overwhelmingly for Daylight Saving—Conference Here this Week

The chief event last week in the campaign for the preservation of the State Daylight Saving Law was the hearing given in Albany by the Senate and Assembly Committees on Agriculture, on the Daylight Saving bills. The measures under consideration were the repeal bill, framed by the Assembly Committee, and the bill introduced by Assemblyman Booth, of Utica, in response to the wishes of the workers and business men in the centers of population, amending the State law so as to make it provide for five months of daylight saving instead of seven months.

This City's Delegation

This City was represented by a delegation headed by Dr. Royal S. Copeland, Health Commissioner of New York City, and including fifty business men representing the various lines of industry in the City as well as the City's commercial organizations.

Dr. Copeland made a remarkable address in which he showed that the danger of epidemics of typhus, bubonic plague, tuberculosis, smallpox and cholera, already serious because of overcrowding, would be greatly increased by the repeal of the Daylight Saving Law.

The delegation presented conclusive proof to the Committees of the overwhelming desire of the workers for daylight saving. The Merchants' Association asked employers in the City to poll

Read the Message!

The Executive Committee

OF

The Merchants' Association

ASKS ALL MEMBERS OF THE ASSOCIATION TO READ CAREFULLY

GOVERNOR NATHAN L. MILLER'S

**Message to the Legislature
Relating to the
Regulation of Public Utilities**

Which will be found on Page 11

their employees on the question of daylight saving. The delegation carried to Albany tabulated results of polls in which upward of 200,000 votes were cast. These polls showed a very small minority opposed to daylight saving.

The results presented to the Committees showed a total of 241,198 votes, of which 230,507 were in favor of daylight saving and only 10,691 opposed.

How the Poll Was Taken

The request for the poll, together with the necessary blanks, was sent out on January 27 and only the returns received up to noon, February 2, could be tabulated in time for the Albany hearing. The returns of polls are still coming in.

The Merchants' Association was able to present to the Committees in printed

form polls totaling 115,003 votes, with the name of each employer taking the poll and the number of votes cast for and against.

Polls Will Be Printed

These names will be printed in instalments in "Greater New York" as the best possible proof in strength of the settlement for daylight saving. The originals were sent directly to the Assembly Committee on Agriculture and duplicates were forwarded to The Merchants' Association.

The delegation which went to Albany was organized by The Merchants' Association, which bore the expenses of the trip. Other delegations came from other cities of the State.

Strong Argument Presented

Strong arguments were presented to the Committees against the repeal of the State Law for Daylight Saving and the proposal was made that, since majority rule is everywhere recognized in the United States, a referendum should be taken in the next election upon the subject, both sides agreeing to abide by the result.

The protests to Governor Miller against the repeal of the State Daylight Saving Law increased in number.

Preparations for the conference as to the best means for obtaining daylight saving through a Federal Law in the Eastern Time Zone continue. This conference will be held next Wednesday,

STRONG DELEGATION PRESENTS DAYLIGHT ARGUMENTS

February 9, in the Assembly Room of The Merchants' Association.

Albany Hearing

Strong Delegation from This City Defines State Law

The opponents of the repeal of the State Daylight Saving Law were represented in force at the hearing given by the Senate and Assembly Committees on Agriculture in Albany last Wednesday.

The Merchants' Association organized a delegation of sixty business men, headed by Dr. Royal S. Copeland, Health Commissioner of this City, representing the various commercial organizations of the City. The expenses of this delegation were defrayed by The Association. Its personnel was as follows:

Mr. E. P. Taddiken, Assistant Secretary of the J. E. Linde Paper Company;
Mr. J. W. Buck, of Claflins Incorporated;

Mr. A. C. Kleberg, of Valentine and Company;

Mr. Frank W. Robbins, Vice President of Sargent and Company;

Mr. Lawrence T. Hinch, of James H. Dunham and Company;

Mr. A. L. Kinkead, of R. H. Macy and Company;

Mr. Henry C. Stein, of Browning, King and Company;

Mr. C. N. Stevens, of the Barrett Company;

Mr. Henry Ives Cobb, Architect;

Mr. Norman Cohen, of Cohen, Goldman and Company;

Mr. E. Twyeffort, of Twyeffort, Incorporated;

Mr. F. R. Kingman, Secretary of Emery Beers Company, Incorporated;

Mr. E. C. Thayer, of the Claflin, Thayer and Company;

Mr. William G. Abbot, of the Consolidated Steel Corporation;

Mr. William S. Nichols, of Jed Frye and Company;

Mr. M. H. Cahill, of the Irving National Bank;

Mr. E. J. Hanford,

Mr. T. J. Dogherty, of George Borgfeldt and Company;

Mr. E. M. Biggs, of Brokaw Brothers;

Mr. David Crombach, of Franklin Simon and Company;

Mr. Henry Auerbach, of D. Auerbach and Sons;

Mr. J. J. Blackmore, of the J. L. Mott Iron Works;

Mr. C. Albert Saroni, of the L. P. Hollander Company;

Mr. George H. Gardner, of the Mills and Gibb Corporation;

Mr. W. C. Mott, of the New York Produce Exchange;

Mr. H. A. Lipson, of Best and Company;

Mr. A. I. Campbell, of The Foundation Company;

Professor Olin L. Landreth, Consulting Engineer;

Dr. Royal C. Copeland, Commissioner of Health;

Mr. Waldo H. Marshall, of the T. A. Gillespie Company;

Mr. William G. Timothy, Vice-President of James McCreery and Company;

Mr. D. H. Callahan, of the Knickerbocker Ice Company;

Mr. Philip Croxton, of the T. Lorillard Company;

Mr. Edward M. Hurd, Assistant Secretary of the Guaranty Trust Company;

Mr. John McCutcheon, of James McCutcheon and Company;

Mr. Lee K. Frankel, of the Metropolitan Life Insurance Company;

Mr. Frank D. Berry, President of the Taylor Chemical Company;

Mr. F. A. K. Boland, of the Hotel Men's Association;

Mr. Edward M. Tierney, of the Hotel Men's Association;

Mr. W. B. White, of the New York Board of Fire Underwriters;

Mr. H. C. Brearley, of the National Board of Fire Underwriters;

Mr. J. Bernstein and Mr. Robert H. Koehler, of the Fifth Avenue Association;

Mr. Frederick Hulsberg, of the Harlem Board of Commerce;

Mr. L. S. Fellowes, Personnel Manager of the National Cloak and Suit Company;

Mr. Robert B. Skinner, of the E. W. Bliss Company;

Mr. Walter C. Peterson, of Wilson and Company;

Mr. Allen Robertson, of the Western Electric Company;

Mr. Frank M. Ward, of the Otis Elevator Company;

Mr. Robert Nelson, of the Biddle Purchasing Company;

Mr. Ira Mendelson, of B. T. Babbitt, Incorporated.

Mr. Thomas H. Stirling, of the West Virginia Pulp and Paper Company;

Mr. C. N. Barney, of the Worthington Pump and Machinery Corporation;

Mr. G. Haustein, of the American Lithographic Company;

Mr. R. S. Adams, of the Hartmann Pacific Company;

Major E. W. Dayton, of The Rotary Club;

Mr. W. B. Gibbs, Secretary of the 34th Street Board of Trade;

Mr. F. B. De Berard, Director of Research, The Merchants' Association of New York;

Mr. A. M. Travers, Manager of the Legislative Service Bureau, The Merchants' Association of New York;

Mr. Hugh Lynch, Assistant to the Secretary, The Merchants' Association of New York.

Other Delegations Present

At the instance of The Association, other delegations from other cities of the State attended the hearing to protest against the repeal of the law.

The measures under consideration by the Committees were the bill flatly repealing the Daylight Saving Law and the bill introduced by Assemblyman Booth of Utica, amending the law so as to make it provide for five months of daylight saving, from April to September inclusive, instead of the present seven months.

The New York delegation carried with it a statement of the votes cast on the question of daylight saving by 241,198 workers in the City. Of this total, 230,507 were in favor of continuing the State law, and 10,691 opposed.

A Conclusive Poll

This poll was taken at the request of The Merchants' Association, which sent out blanks to employers throughout the City on January 27. Duplicate blanks were sent, the original to be filed directly with the Assembly Committee on Agriculture and the duplicate to be returned to The Merchants' Association for its information. The statement presented to the Committees was based upon these duplicates, but it was possible only to include returns received up to the noon of February 2. Many additional returns are coming in.

Pamphlets giving in detail the names of the employers taking polls, the nature of the industry in which they are engaged and the number of votes cast for and against daylight saving in each establishment were printed for distribution to the members of the Committees.

The Argument Presented

Health Commissioner Copeland ex-

TELLING POINTS MADE IN DAYLIGHT SAVING BRIEF

plained to the Committees the enormous benefits conferred to city workers by daylight saving. He was followed by other speakers, who laid before the Committee various other considerations of the support of the State law. The chief points made in the arguments presented were summed up in the following brief:

"Our Government is based upon majority rule. It cannot be doubted that a great majority of the people of the State favor Daylight Saving.

"One of the firmly established principles of law making in this and other civilized countries is that a law shall be so framed, enacted and enforced as to produce the greatest good for the greatest number.

"It is almost impossible to draft a statute that will not in some manner or degree interfere, curtail, or possibly abrogate privileges, benefits, and conveniences enjoyed by a portion of the population.

"In this respect the test of any law is: Does it confer benefits and advantages upon a greater number of persons than it inconveniences?

"Daylight Saving has proven a distinct benefit and a very decided advantage to the greatest number in this State, especially to the workers in cities.

Analysis of Population Proves that Majority Is Entitled to Continuation of Benefits

"The total population of New York State is 10,384,829.

Urban 8,589,844—82.7%

Rural 1,794,985—17.3%

"The urban population includes only towns, cities, etc., having a population in excess of 2,500.

"The population of New York City is 5,621,151 or practically 50 per cent of the total.

"In 22 of the leading cities are found 7,564,000, or 72 per cent of the urban population, while the remainder of that population, 1,025,844 is divided amongst 178 other cities, towns, etc., whose population is less than 25,000.

Analysis of Occupation Statistics Proves that Daylight Saving Benefits the Greatest Number of Workers

"The United States Census statistics of occupations show that 4,003,844 persons are engaged in gainful occupations in this State. Of these, 372,885, or 9.3 per cent are employed in various agricultural pursuits, while 3,630,959, or 90.7 per cent are engaged in various

manufacturing, trading, professional, clerical, and domestic pursuits.

Daylight Saving Increases Efficiency and Promotes Health

"Because the extra hour of daylight available for healthful out-door recreation tends to improve the health of the worker. It is well known that in many industrial plants, factories, and offices employees are required to work in crowded quarters, oftentimes inadequately ventilated and poorly lighted.

"The fact that more working hours come during the cooler part of the day also makes for more efficient work and increased production.

"Because it relieves eye-strain. In most factories and offices artificial light is used extensively. The elimination of one hour of artificial light relieves the worker from that much eye-strain.

"Because it reduces accidents. It has been determined as a result of accurate studies, that the majority of industrial accidents occur during the closing hours of the day, when artificial light is required. Adding the extra hour of daylight will tend to reduce such accidents.

Daylight Saving Benefits Business

"Because of increased production as a direct result of improved efficiency of the worker.

"Daylight Saving conserves coal and reduces bills for electric light and gas.

"Daylight Saving permits the cultivation of home gardens.

Sentiment Overwhelmingly in Favor of Daylight Saving

"As a result of a poll that is being conducted by The Merchants' Association, business concerns in New York City, as a result of canvasses made, reported that 184,461 of their employees are in favor of daylight saving, while but 8,374 were opposed. Additional returns are coming in. Throughout the State, as a result of referendum, individual inquiry, and polls conducted by the principal commercial and business organizations, the sentiment of representative business and professional men indicates clearly that the great majority favor daylight saving, and that the people should not be deprived of the great benefits accruing therefrom merely because of the objections of a small minority of the population.

"Daylight Saving also is unqualifiedly indorsed by the Medical Profession."

"The American Medical Association, the National Tuberculosis Association, and other medical organizations, have adopted resolutions strongly favoring daylight saving; and thousands of physicians, and hospital superintendents, have testified to the healthful benefits derived from the extra hour of daylight.

Assumed Harm to the Dairy Industry

"By far the greater proportion of milk that comes to this city is not shipped by the dairy farmer direct but is delivered by him to the gathering stations of the great milk distributing companies. It is therefore unnecessary for the dairy farmer to time the operation of milking with a view to shipping the milk on an early morning train, inasmuch as the shipping is only to a small degree performed by him. Such of the milk producers who do ship direct to the milk distributors in the city, and who have no gathering organizations of their own, would undoubtedly be inconvenienced, but not to such an extent as to inflict any substantial loss, but the number of these is so small as to be negligible as compared with the vast number benefited by daylight saving.

Country Can Conform; City Cannot

"It is possible for the agricultural workers to adapt their work to a change of hours. It is not possible for city workers to do this because the hours during which much of their work must be performed, as for example in banking operations, are prescribed by law.

"The suggestion that local option of Daylight Saving would meet the needs of various parts of the State and satisfy everybody is fallacious. It would satisfy nobody. On the contrary, it would lead to intolerable confusion in railroad movement and would inconvenience many millions of persons every year.

"The Merchants' Association recommends the reduction of the months of Daylight Saving from seven to five, which should remove a large part of the objection hitherto raised by industrial interests. In any event, the present law should not be repealed unless such repeal is distinctly sanctioned by the people of the entire State through a referendum which may easily be taken at the Fall election."

Opposed to Daylight Saving Repeal

The Committee gave each side one hour in which to present its case, with twenty minutes for each side for rebuttal. Mr. Boland had charge of the

CITY PROTESTS AGAINST DAYLIGHT SAVING REPEAL

argument against the repeal of the law. He presented to the Committees the names of the members of the delegation and in addition he submitted the following list of associations in New York City which have gone on record as opposed to the repeal of Daylight Saving.

The Merchants' Association of New York

Chamber of Commerce of the State of New York

New York Board of Trade and Transportation

Central Mercantile Association
Thirty-fourth Street Board of Trade
Fifth Avenue Association
Harlem Board of Commerce
Bronx Board of Trade
Brooklyn Chamber of Commerce
Chamber of Commerce of the Borough of Queens

Italian Chamber of Commerce
New York Cotton Exchange
New York Produce Exchange
American Paper and Pulp Association
Crockery Board of Trade.
Dress and Waist Manufacturers' Association

Jewelers Board of Trade
Retail Dry Goods Association
Silk Association of America
Stationers and Publishers Board of Trade

Forty-second Street Property Owners and Merchants Association

New York Coffee and Sugar Exchange
New York State Mayors Conference
Hotel Men's Association of New York City

Citizens Union of New York City
And the following from other parts of the State than New York City:

Albany Chamber of Commerce
Amsterdam Board of Trade
Beacon Chamber of Commerce
Buffalo Chamber of Commerce
Geneva Chamber of Commerce
Gloversville Chamber of Commerce
Hoosick Falls Chamber of Commerce
Hudson Chamber of Commerce
Ilion Chamber of Commerce
Jamaica Board of Trade
New Rochelle Chamber of Commerce
Nyack Chamber of Commerce
Oswego Chamber of Commerce
Peekskill Board of Commerce
Plattsburg Chamber of Commerce
Rome Chamber of Commerce
Schenectady Board of Trade
Seneca Falls Citizens' Club
Syracuse Chamber of Commerce
Utica Chamber of Commerce, and
Yonkers Chamber of Commerce

The Daylight Issue

The Merchants' Association has sent the following letter with relation to the repeal of the State Daylight Saving Law to each member of the Assembly from New York City:

"Concerning the above subject, this Association has made sufficient inquiry in the several Assembly Districts of this City to warrant the statement that public sentiment throughout the City is overwhelmingly in favor of the Daylight Saving Law.

"We think that inquiry among your constituents will convince you that they want Daylight Saving, in which case we hope that you will vote against the pending repeal bill.

"The failure of repeal at the present session will, of course, dispose of the matter; but if not so disposed of, it will certainly be an important issue in the Fall election. In that event there can be little doubt as to the position which will be taken by the great mass of voters in the cities of the State, which have over 75 per cent of the total population.

"It is improbable that the repeal bill can be passed if all the Assemblymen from this City vote against it."

Dr. Copeland, on behalf of the New York delegation as a whole, made a strong plea for Daylight Saving, declaring that New York City, due to overcrowded conditions, faced an unparalleled menace from diseases which are now prevalent in Europe following the War, and that a repeal of the Daylight Saving Law would inevitably cause many deaths.

Mr. Frank A. Boland, Counsel for the Hotel Men's Association of New York City and the Hotel Men's Association of the State of New York, spoke for the delegation representing The Merchants' Association.

Dr. Copeland's Address in Full

Dr. Copeland's address in full was as follows:

"Mr. Chairman and Gentlemen of the Committee: This problem that is presented here today impresses me as being a public health problem. If I were to deal with it in any other way I think I would be falling short of the real issue at stake. I can deal with it as a farmer,

for I own and operate a farm in Rockland County. I know the objections that are raised by my farmer about the dew being on the grass; he doesn't like to go out and get his feet wet. I know all about that. But, Gentlemen, I want to discuss this from the public health problem point of view because there are various dangers menacing this country that, as members of this responsible body, you ought to know about, not only in dealing with this problem, but with other problems which have to do with the public health.

Danger Never So Great

"I want to say to you gentlemen that there never was a time; there never was a time in the history of the United States when the lives of our people were so greatly in danger as at this moment, and if you think I go far afield in beginning this discussion, I want you to hold your judgment in abeyance until you get the full application.

"I visited the battlefields on the other side to see the direct effects of the war. I found water supplies contaminated and sewage systems obliterated, and sanitary provisions wiped out in France and Belgium, in Northern Italy, and in the Balkan States and Eastern Europe.

"We have all the makings of disease, and not only the makings of disease, but, gentlemen, at this very moment on this day of February, 1921, there are hundreds of cases of typhus in Russia and Lithuania and Galicia and Poland and Rumania and Hungary, and so bad is the disease that half the doctors in Russia have died of typhus within the last few months, and in the Balkan States there are not seventy-five physicians left. In the Balkan States there is one doctor left for one hundred and fifty thousand of population, and in the sparsely settled country there are many persons living one hundred miles from the nearest doctor. And in Poland so bad is the disease that a train will start from its source on a run of five or six hours and when it reaches its destination, there will be a dozen dead persons on that train who have died from typhus.

Typhus Already Here

"Now, gentlemen, there is typhus in New York City today. We found two cases of typhus in Brooklyn day before yesterday. In the very nature of things, with millions of cases of this disease in Europe, we are going to have the disease in America. And it isn't alone

DR. COPELAND GIVES STERN WARNING AGAINST REPEAL

typhus, but cholera is ravaging large sections of that country. I haven't been disturbed about cholera until last week I had a telegram from Waco, Texas, from the Commissioner there saying that they had three cases of cholera in Waco. And Bubonic plague is found in every Southern Mediterranean port from Europe to Tunis. You know what the bubonic plague is. It is the most deadly disease known to man. Out of every hundred cases of bubonic plague, ninety-eight patients die. You have one chance in fifty of getting well, if you get the disease. That disease is carried by the flea of the rat. That is why I am so keen on getting the rats out of New York. The New York 'World' said the Health Commissioner said there were six million rats in New York, but he didn't mention any names." (Laughter)

Small Pox and Tuberculosis

"Beside these diseases, there is small-pox in Italy, Greece and Scotland, and everywhere in Europe tuberculosis is practically epidemic. Now, gentlemen, all these diseases are diseases of filth and diseases of overcrowding.

"Now, what is the situation in New York as regards overcrowding? We have in New York City one hundred thousand more families than we have houses. Now, just think what that means! One hundred thousand families take in that other hundred thousand families, and the degree of overcrowding is amazing beyond description. I can take you to hundreds of so-called homes in New York where twelve persons live in three rooms; where four sleep in a kitchen every night. And in scores of these so-called homes there is one window in one of the three rooms and no windows in the other rooms. I spoke in a colored church in Brooklyn a few Sundays ago and after I got through, the minister said that dozens of his parishoners live in inside rooms without any windows or any ventilation.

Crowding and Tuberculosis

"The nurses of the Department of Health know I am interested in this problem and they place cards on my desk every day, and I want to read three or four of these cards to show you the actual health conditions in New York. 'In four rooms live ten persons; they have tuberculosis in that household.' 'Four rooms, and eleven persons; tuberculosis.' 'One room and five persons; tuberculosis present.' 'Three rooms and nine persons; tuberculosis.' 'Three rooms and ten persons; tuberculosis.'

"Two rooms and eight persons; tuberculosis."

"And the worst case that has come to my attention—you can explain it as well as I can—I know of a place in Brooklyn where four married couples and a baby live in three rooms, in the richest and

DR. ROYAL S. COPELAND



*New York City's Health Commissioner
Says Extra Hour of Daylight Is
Needed to Protect Against
Plague*

finest city in the world. It is a crime and a disgrace. It ought not to be permitted!

Powerless to Correct Conditions

"Delegations come to my house. A delegation of women came the other day to speak about the tenement in which they lived, where the plumbing is broken and the windows are broken, and the roof was broken so that the rain comes three floors below the roof, and they came to see what the Health Commissioner can do about it. You will ask: Why doesn't the Health Commissioner do something about it? The extreme thing I can do, with the great police power given me, is to put a lock on the door and say to the owner of the tenement: 'You cannot use this as a place of human habitation.' But, gentlemen, what is the use of dispossessing a family living under even such conditions as this when there isn't any other place they

can go? You can pick up a daily newspaper and find a list this long (indicating) of apartments that can be rented in New York City, and you can rent apartments in New York City; you can get a very good one anywhere from five to twelve thousand a year. But you cannot get any for twenty-five, thirty or forty a month. They are not there.

Dr. Copeland's Speech to Bankers

"And our people are crowded into such quarters as I have named to you. I had in my office the other day a group of fifty gentlemen, Presidents of banks and Presidents of trust companies, and Directors of insurance companies—all great lenders of money. I had them there for two reasons. In the first place, because on the farm where I was born and in the village which adjoined it, there wasn't enough money altogether to make it a subject of conversation. I thought I would like to be in the presence of multi-millionaires for once, and I told them this story about the housing conditions. They were much interested and talked for three hours about three and one-half, four, five and six per cent, and collateral security and mortgage money, and when they got through, I said, I want to make a real speech. 'Do you know how many babies were born in New York last year? One hundred and thirty-three thousand. One hundred and thirty-three thousand babies born in New York! You put these little shavers shoulder to shoulder and they would reach twenty-two miles. Some babies! Were they born on Fifth Avenue and Riverside Drive and Central Park West and the Park Slope in Brooklyn? They were not! Over one hundred thousand of these babies were born in the tenements of New York, under conditions such as I have named to you. That is where they were born. You multiply that by ten years and you have a million.

The Tides of Immigration

"And then you have immigration coming in. One day last week there were fifteen thousand immigrants on ships in New York harbor waiting to be received by this country. I spoke myself last Sunday down at Ellis Island to three thousand of them. Are they going upon Fifth Avenue? They are going into the tenements. So I said to these gentlemen, do you know what will happen in ten years? You will be out-voted and out-numbered. You will be submerged and if you don't lose all your

DAYLIGHT A PROTECTION AGAINST EUROPEAN PLAGUES

money I will be surprised.' And one of these men, a president of a bank, said: 'I thought I had a very important engagement to take me away, but I am going to stay.' And another man, whose name is known from coast to coast, said: 'Dr. Copeland, what you say is a very serious matter. Why haven't you warned us of this?' I said: 'Don't you blame me. For fifteen months I have spoken from every platform and have had more space in the newspapers than the Board of Estimate, and God knows that is too much (laughter), and talked about housing, and you have no business to adjourn.' I said to these men, 'until you have appointed a committee to solve this problem'; and they have the committees at work.

Plague Diseases Coming

"But, Gentlemen, don't you see what we have to deal with? I described to you the health conditions in Europe. Just as sure as you sit in these seats, unless you stop commerce; unless you stop immigration; unless you stop travel, just as sure as fate we are going to have typhus and bubonic plague and cholera and smallpox and epidemic tuberculosis, and epidemic dysentery in this country.

"And I want to say to you gentlemen that no matter what might have been the conditions when any political platform was printed—and so far as I am concerned, I want you to understand I don't care a continental cuss about anybody's political platform. I am not holding a political office. I am in an office I never wanted and don't want now. It has cost me thousands of dollars of loss to hold my office. I didn't know the Mayor and didn't vote for him. The 'Medical Record' when I was appointed stated that the Mayor received the resignation of the Health Commissioner and when he received it, went out on the street and the first doctor he met he appointed to the office, and that is literally true, and the 'Record' said it was fortunate he didn't meet old Dr. Grindle! (Laughter.)

"But, Gentlemen, no matter what your platform might have said on Daylight Saving, I want to say to you that the conditions have changed in the past six months. You cannot afford, representing, as most of you do, the agricultural districts; you cannot afford to look your constituents in the face after you have learned the health conditions of the world and the menace to your own State of New York; you cannot af-

Mr. Towne's View

Mr. Henry R. Towne, Chairman of the Board of Directors of the Yale and Towne Manufacturing Company, has written as follows to Assemblyman Bernard Aronson, who represents the district in which Mr. Towne votes:

"As a member of The Merchants' Association of New York, we have long been keenly interested in the subject of 'Daylight Saving,' and we most earnestly hope that the present law in this State, relating thereto, will be continued in effect, modified to cover a term of five months instead of seven months each year.

"Among the 4,000 employees in our Works at Stamford, Connecticut, the sentiment is practically unanimous in favor of daylight saving, and it is hoped and expected that the legislation of Connecticut will provide for this. The employees in our Executive Offices here are comparatively few in number, but are all in favor of a law providing for five months of daylight saving in each year. As a resident and taxpayer in this State, and as one of your constituents, I most earnestly urge that the proposed bill providing for this may be reported by your Committee."

ford to look your constituents in the face and say: 'I voted for a repeal of a measure which has in it such a large degree of health precaution as this law has.' (Applause.)

Tuberculosis and Housing

"We have made a great fight in this State against tuberculosis. The State Commissioner of Health, Dr. Biggs, was Health Commissioner of New York City, and started the fight down there. And the death rate from tuberculosis has decreased since 1886 from thirty-seven per ten thousand to eleven last year. But you let such housing conditions continue and we will have tuberculosis in five years worse than we ever had it before.

"And you take it in the matter of baby lives. Last Fall, the Mayor asked me to represent the City in connection with the gift of the Nathan Straus milk stations laboratory, and I was glad he did ask me to do so, because if there is any man who deserves a monument at

the hands of the State of New York for the wonderful work he has done it is Nathan Straus. He deserves the finest monument that can be built. I looked up the record on the occasion of this acceptance in order that I might see what has happened since he started his work, and I started with 1891.

The Infant Death Rate

"At that time the death rate of babies under one year of age was two hundred and forty-one out of every thousand born; practically one-fourth of the babies died. Think of the change! Year before last only eight out of every thousand born died. But last year, it had come up to eighty-five, and this year it will be up to ninety-five because of the housing conditions.

"And I wouldn't want to take the responsibility of walking up the Great White Throne some day and being asked: 'Did you do anything which resulted in infant deaths in New York?' And if you repeal this measure and prevent these mothers from taking these babies out for an extra hour of sunshine, you are going to increase the death rate in New York City, and the responsibility will be yours, and I don't propose to carry it.

"We have here in this hour of sunlight one of the best possible means of raising the resistance for the human body and killing the germs of tuberculosis and preventing these ravaging diseases which I have spoken of, so prevalent on the other side."

The Chairman: (interrupting) "You have three minutes."

Dr. Copeland: "Thank you, Sir. I don't need more than that because you are all impressed with the importance of keeping that statute on the books. (Applause.)

"No matter what may have been the pledge of any legislator, I know, because I know the heart of the country people just as well as you do; I was born on a farm. I expect to die on a farm. I know how they feel. And when they realize that the health of the children and of the mothers and of the boys and girls of New York City depends upon having all the sunlight and fresh air they can get, so to be taken out of these miserable tenements where they live without light or ventilation. I know they will excuse you if you change the platform you were elected upon. And I appeal to you, gentlemen. I appeal to you, not alone for the peo-

MEMBERS OF LEGISLATURE DECLARE THEIR POSITION

ple in my City, but for all the City people, and if the City people in my City become infected with these diseases, the rural districts will get the brunt of it, because always the country is more seriously affected by epidemics than the cities, because of the distance of the country people from the doctors. So, Gentlemen, in the name of humanity, and in the name of the public health, I appeal to you to keep this statute on the books." (Applause.)

Others Opposing Repeal

Others who appeared in opposition to the repeal of the Daylight Saving Law included:

The City Council of the City of Mechanicville, represented by City Attorney James M. Noonan;

The Chamber of Commerce of the City of Gloversville, represented by Mr. W. T. Moore;

The West Virginia Pulp and Paper Company, employing 1,100 wage earners, 80 per cent of whom are opposed to the repeal of the State law.

Mr. Boland also presented resolutions opposing the repeal of the Daylight Saving Law which have been printed in "Greater New York." He then laid before the Committees the results of the poll of employees showing a total of 241,000 votes, of which 230,000 were opposed to the repeal of the law.

The Speakers Against Repeal

Mr. Boland then addressed the Committees, covering the points made in the brief submitted.

He was followed by Mr. Alexander Kinkead, representing R. H. Macy and Company, Major Edward W. Dayton, representing the Rotary Club of the State of New York, and Mr. Edward W. Tierney, representing the Hotel Men's Association of New York City.

From Legislators

Replies Received from Members of the Senate and Assembly

In addition to the replies already noted from members of the Legislature asking them to oppose the repeal of the State Daylight Saving Law, the following have been received:

Assemblyman Seabury C. Mastick, Westchester:

"I have received your letter on daylight saving. I am against repeal, but

the sentiment of up-State legislators is against the law. If repeal is to be prevented, it must be through members from urban districts."

Assemblyman George Blakely, of Westchester, Chairman of the Committee on Affairs of Cities:

"I have your letter in reference to the repeal of the daylight saving law and wish to assure you that I am opposed to such repeal."

Believes Statute Beneficial

Assemblyman Benjamin Antin, Third District, The Bronx:

"Replying to your letter of January 28, 1921, with regard to the Daylight Saving Law, I desire to inform you that I am in favor of Daylight Saving, and will vote to oppose the repeal of the State statute of Daylight Saving."

"I believe the statute is beneficial, and should be retained on our statute books."

Favors Local Option

Assemblyman John R. Crews, Brooklyn:

"I have your letter of the 28th. It is my opinion that the Daylight Saving Law will be modified so that it may be continued in the cities, and the country districts may, by local option, decide whether or not they want the Daylight Saving Law to apply to their localities."

Will Support the Booth Bill

Assemblyman Peter A. McArdle, of Brooklyn:

"I am in receipt of your letter of recent date in reference to the Daylight Saving Law, and beg to say that I shall do all in my power to have this law remain in force."

"There is a bill now pending to amend the law so as to have it apply for five months instead of seven. I believe this a good amendment and will vote for it when it comes before us."

Against Repeal of the Law

Assemblyman Edward R. Rayher, Ninth District, Manhattan:

"I am against the repeal of the Daylight Saving Law and for its modification on a five months' basis."

Daylight Conference

Replies to the Invitation to the Meeting Here

Replies are being received by The Merchants' Association to the invitation

issued by the leading commercial organizations in the principal cities of the Eastern Time Zone to the commercial organizations in the Zone to send representatives to a Daylight Saving Conference in the Assembly Room of The Merchants' Association on February 9.

Baltimore's Representative

Mr. R. J. Beacham, Secretary of the Merchants' and Manufacturers' Association of Baltimore, writes that his organization will be represented by Mr. A. S. Goldsborough, Director of the Civic and Industrial Bureau of the Chamber.

Mr. Ralph D. Redfern, Secretary of the Chamber of Commerce of Fitchburg, Massachusetts, says that he, himself, will attend the conference on behalf of his organization.

Mr. Hugh R. Miller, Secretary of the Chamber of Commerce of Carlisle, Pennsylvania, writes that his organization will be unable to send a representative, but will be glad to cooperate when the programme has been adopted.

Taunton's Referendum

Mr. L. James Parker, Secretary-Manager of the Chamber of Commerce of Taunton, Massachusetts, writes that it will be impossible for that Chamber to send representatives to the daylight saving meeting in this City on February 9, but he encloses the result of a referendum taken by his organization last November, following the enforcement of daylight saving in Massachusetts, for the first time, apart from its use during the war. Out of a total vote of 173 separate business enterprises, 131 declared for seven months of daylight saving, twenty-one for five months, and three for the repeal of the Daylight Saving Law.

Georgia Likes Daylight Saving

Mr. W. B. Royster, Secretary-Manager of the Griffin and Spalding County Board of Trade of Georgia, writes as follows in response to the invitation to attend the Eastern Time Zone Daylight Saving Meeting in this City on February 9:

"This organization cannot be represented in person, but we will be glad to go on record as advocating such an association. We found operation under daylight saving when in vogue most satisfactory to every branch of industry in this section, including the farmers, and we will welcome restoration of such regulation; it must, however, be done

PREPARE FOR CONFERENCE ON DAYLIGHT SAVING

by law; agreement will hardly accomplish results, we think."

Richmond in Full Sympathy

Mr. T. Payton Giles, Secretary and Treasurer of the Chamber of Commerce of Richmond, Virginia, writes as follows:

"While our organization will probably not be represented by a delegate at your meeting the 9th of February, in the interest of daylight saving, you can be assured that this organization is in favor of the daylight saving plan and there will be no impropriety in including our name in any lists you might quote as favorable to this proposition."

Mr. Edward W. Forrest, Secretary of the Forty-second Street Property Owners' Association, of New York City, writes that his organization will be represented at the meeting.

Mr. Clarence E. Hanscon, Secretary and Treasurer of the Boston Wholesale Grocers' Association, will appoint a delegate from the Boston Chamber of Commerce to act for it on February 9th.

Wilmington Will Cooperate

The Chamber of Commerce of Wilmington, Delaware, writes that it will try to be represented at the meeting and expresses its hearty cooperation in the daylight saving movement for the Eastern time zone.

Mr. W. L. Mead, Secretary of the Chamber of Commerce of Hartford, writes that he, and possibly other delegates, will represent that organization.

The Gastonia Chamber of Commerce, Gastonia, North Carolina, writes that the industries of that place are already operating on the daylight saving plan.

DAYLIGHT SAVING FOR THE EAST

New York Tribune

The Middle West and the Far West may not want to live on a daylight-saving-time schedule, but that is no reason why the people of the Eastern time zone shouldn't reap the benefits of an extra hour of afternoon daylight through the summer months. Senator Edge has introduced a bill to authorize a light-saving day in this zone from May 1 to October 1. Under the Calder law the clocks were turned forward on the last Sunday in March and were not turned back until the last Sunday in October. It was found that this cut the early spring and autumn morning hours too short. The Edge rearrangement, there-

For the Edge Bill

The New York Produce Exchange has adopted the following resolution in favor of the Edge-Ackerman bill now pending in Congress:

"Resolved, That this Exchange urges the passage of Senate Bill 3670 by Mr. Edge and H. R. Bill 11390 by Mr. Ackerman, providing for daylight saving in the Eastern time zone for the five months from the last Sunday in April to the last Sunday in September each year."

fore, eliminates both April and October as daylight-saving months.

The Merchants' Association has started a campaign in behalf of the Edge measure. It is admitted that turning the clock forward inconveniences the milkmen and milk handlers, and perhaps a few other classes of farm workers, but this inconvenience is slight compared with the great advantage to other workers and the large saving to the community in the consumption of gas and electric light. The extra hour of afternoon daylight available for outdoor recreation improves public health and provides wholesome relaxation for hundreds of thousands of indoor workers.

Nearly half the population of the United States lives in the Eastern time zone. Fifty per cent of those employed in gainful pursuits live in it, and of this population 85 per cent are engaged in non-agricultural pursuits. To the city dweller the extra daylight hour is an especial boon, and the Eastern zone includes many of our biggest population centers—New York, Philadelphia, Boston, Baltimore, Pittsburgh, Buffalo, Cleveland, Washington, Newark, Rochester—and dozens of minor cities.

Of the 15 per cent of agricultural workers, a very few have real grievances against the light-saving schedule. A great deal of rural opposition has been based on relatively trivial grounds. But the vast majority has the first claim to consideration. The greatest good to the greatest number will be served by going back to the light-saving plan in the Atlantic section. New York still has a daylight-saving law in effect. It probably will be repealed if left standing alone. The best solution for us and for all the Atlantic States is action by

Congress in behalf of this section's urban population and its dense mass of industrial, commercial and professional workers.

SAVE DAYLIGHT SAVING

New York Commercial

The Merchants' Association of New York have issued an appeal to the business men of the State to rally to the support of the Daylight Saving Law, the repeal of which is now threatened. The arguments used by The Merchants' Association in favor of daylight saving are that it benefits business by bettering the condition of employees, it promotes health, it makes for increase of efficiency in industry, it relieves eyestrain, it reduces bills for lighting, it conserves coal, it promotes healthful recreation, it encourages home gardens, it is a boon to the industrial or office worker, and it is a factor for good in any business.

Experience has demonstrated the truthfulness of every one of these assertions. The cities contain most of the population of the State of New York, and the cities want daylight saving. As to the rural communities, it is doubtful if it really makes much difference to them one way or the other, so that the opposition is largely a matter of personal prejudice. The real reason probably is that the railroads have failed to cooperate in the matter of rearranging the milk train schedules, which, if they would continue to bring them in on sun time, will enable the farmers to continue their schedules as before.

Apparently, it is largely a matter of the preference of the cows to be milked at a certain time, and, as a matter of fact, most of the milk is delivered at milk stations within the locality and the milk is sent forward several hours after delivery by the farmers. The opposition really comes from a few self-appointed spokesmen who have seized upon it as a pretext for making a hit with the farmers.

The Merchants' Association has appealed to business men and their employees to wire or write the Governor and their Senators or Assemblymen in opposition to the repeal. This should be done forthwith.

MODIFIED DAYLIGHT-SAVING

New York World

For daylight-saving in 1921 Assemblyman Booth, of Oneida, offers a bill which

PRESS VOICES DEMAND FOR EXTRA DAYLIGHT HOUR

is better than the 1920 model but which is capable of further amendment, chiefly in the interest of the farmer.

Setting the clock ahead for five months, as Mr. Booth proposes, instead of seven months, as in the old law, is a positive gain. The old daylight-saving plan dragged in October, even for its warmest advocates. Ending Sept. 30, it would inconvenience few town and city dwellers and would be a boon to the great majority.

There remain the farmers; and The World warns urban advocates of the system that they err when they accuse the farmer of making merely obstinate resistance to a general desire. He has substantial reasons for disliking the change. It is true that he could adapt himself to it, so far as railroad schedules are concerned; but the dew and other phenomena of nature will not adapt themselves.

The war showed us how important is the farmer's function of feeding the world. If he is to continue that vital task under the discouragement of falling prices he might at least be respectfully heard when he gives founded objections to proposed legislation.

Mr. Booth's bill should be fairly discussed with a view to lessening as far as possible any reasonable opposition on the part of the farmers. When that is done it should be passed.

DAYLIGHT SAVING IN DANGER

The Merchants' Association is conducting an energetic campaign to secure the passage through Congress of the Edge-Ackerman bill, which would restore daylight saving time within the Eastern Time Zone for the five months from May 1 to September 30. Under the former Federal daylight saving law the months of April and October were included. These are now wisely dropped to meet some of the objections to the reform.

More than sixteen million persons, or about 85 per cent of all employed in gainful occupations within the Eastern Time Zone, are engaged in business or professional pursuits. In considering the proposed law, it is clear their interests should prevail over those of the remnant of the population. Fortunately, there is no doubt as to where those interests lie.

Investigations conducted by the merchants' associations and other bodies,

Daylight and Party Vote

New York Sun

Governor Smith vetoed the last Legislature's repeal of the State daylight saving law. Governor Miller has favored its repeal by the present Legislature. A tendency exists among Republican legislators to look upon repeal as a party measure, and to act accordingly without regard in some cases to personal views.

Those who follow this tendency should take note of events which have given the daylight saving question a decidedly non-partisan aspect. They should consider that a bill to reestablish Federal daylight saving in the Eastern standard time zone, now in Congress, has for introducers a Republican Senator, Edge, and a Republican Representative, Ackerman. They should weigh the fact that the State daylight law in particular has the support of strong non-partisan groups and bodies, including the New York State Mayors' conference and The Merchants' Association.

Such contrary developments make it doubtful whether Republicans at Albany can properly persist in considering the question party-settled.

including social welfare and medical associations, have shown that an extra hour of daylight in summer time has resulted in the increased efficiency of industrial workers and has given them an opportunity—of which they have availed themselves—for more healthy recreation, as well as an economic advantage in the reduced consumption of gas and electric light.

Against their welfare, opponents of daylight saving set the convenience of a relatively small number of farmers. How small it is has been shown by Herbert Quick, himself a practical farmer, and a farmer member of the Federal Farm Loan Board. Says Mr. Quick:

"I see no merit in the farmers' contentions, except as to the dairymen's. I sympathize with them, but I do not believe we should give up a system that benefits the whole country on account of inconvenience to the ordinary farmer, which he may easily avoid, or even because of the real hardships to such people as the milkmen."

Much of the merit of even the milkmen's case, it may be added, disappears with the elimination from the daylight saving period of April and October.

We had daylight saving last year in this State only by grace of the Governor's veto on a bill that would abolish it. Other States in the Eastern Zone were not so lucky, and much confusion resulted. Philadelphia wanted daylight saving, and a city ordinance was passed establishing it, only to be found illegal because the legislators at Harrisburg were of another mind. The interests of several million people were sacrificed for the benefit of a few hundreds of thousands.

The best way to end such an anomaly in the spirit of true progress, seeking the greatest good of the greatest number, is for Congress to pass the Edge-Ackerman bill. The citizens of this metropolis should get behind The Merchants' Association in every possible way to help it secure that result.

REAL ESTATE FIGURES FOR 1920

New York Mail

The total of sales, mortgage loans and building operations in the New York Metropolitan District was \$3,493,595,000 last year. It compares with \$2,504,650,000 for the preceding year and \$1,043,488,300 for 1918. For the 156,650 properties sold, the aggregate assessed valuations were \$2,422,550,000. The 97,935 mortgage loans called for \$767,255,000. Building outlays estimated in plans filed reached \$303,790,000. In 1919, the sales were \$1,695,340,000 for 150,400 parcels. Mortgage loans called for \$539,950,000, buildings for \$291,750,000. In 1918, the 66,225 sales involved \$789,448,300; mortgages, \$179,050,000; buildings \$68,940,000. These transactions were recorded in the territory embracing the greater city with the commuting zones of Westchester, Nassau, Suffolk and the Jersey suburbs, where population exceeds 8,000,000. In the City, with its population passing 6,000,000, the year's total was \$2,957,595,000, in comparison with \$2,110,650,000 for the preceding year and \$874,488,300 for 1918. There were \$2,026,900,000 sales, \$657,405,000 mortgage loans, \$273,290,000 in building plans. In 1919 the sales were \$1,415,890,000; mortgages, \$455,050,000; building plans, \$262,100,000. In 1918 sales were \$676,448,300; mortgages, \$140,350,000; buildings, \$57,690,000.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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PROOF CONCLUSIVE THAT THE WORKERS WANT DAYLIGHT SAVING

The Merchants' Association and other advocates of Daylight Saving have contended that a great majority of the workers in this State are in favor of continuing the plan. If this fact is true, obviously it should be conclusive in keeping the Daylight Saving Law on the State statute books.

In order to demonstrate its truth, The Association on January 27 sent out a request to employers in New York City to take polls of their employees and to forward the results to the Assembly Committee on Agriculture, before which the Daylight Saving Laws were pending. In order to keep a check upon the poll and to insure its tabulation, The Association asked that duplicates of the returns be placed in its hands.

Of course, the taking of polls in large establishments requires a little time. The request for a poll was sent out on Thursday. It was generally received on Friday, and in many establishments it was impossible to comply with the request until the following Monday. Nevertheless, up to Wednesday noon, returns of 241,198 votes had been received by The Merchants' Association.

Out of this total, 230,507 workers voted for daylight saving and only 10,691 against it.

This result conforms to similar polls taken elsewhere and it demonstrates beyond the shadow of a doubt the overwhelming desire for daylight saving among industrial workers.

The vote cast puts an end once for all to the gibe of some of the opponents of daylight saving that the reform is desired only by golf players and the leisure classes, who want an extra daylight hour for amusements.

The benefits derived from daylight saving are too well established to be successfully questioned.

The results of the poll will be printed in installments in "Greater New York" in order that a record may be made which may serve as a conclusive argument in the campaign for daylight saving.

THE SERIOUS MENACE OF DAY- LIGHT SAVING REPEAL

Dr. Royal S. Copeland is at the head of the Health Department of New York City, which means that he is charged with the protection of the health of more than half the population of New York State crowded together under conditions which add enormously to the difficulties of his task. Nobody has ever questioned Dr. Copeland's ability, efficiency or common sense.

He warned the Committees on Agriculture of the New York State Legislature last week that if the Legislature repealed the State Daylight Saving Law it would be responsible for a serious increase in the death rate, particularly among children, and that it would invite the menace of plague from the plague-stricken districts of Europe, where typhus, cholera, bubonic plague, smallpox and tuberculosis are inflicting frightful ravages.

It is incredible that, in the face of this expert testimony, the Legislature can be so reckless as to repeal this beneficent statute.

LET THE MAJORITY RULE!

The Government in the United States is founded on the principle of majority rule. The majority selects legislators and executive officers; it dictates policies; it is omnipotent.

Protest is raised against the New York State Daylight Saving Law by one element in the population, while another element vigorously contends for the preservation of the law.

If the controversy cannot be settled by agreement between the two sides, there is only one American way to settle it, and that is by referring it to the people of the State.

If the farmers cannot content themselves with the shortening of the daylight saving period from seven months to five, a referendum should be taken upon the question on election day next November, and both sides should abide by the result.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Governor Miller Deals With Transit Problem

State Executive, in Special Message to the Legislature, Discusses the Situation in this City and Proposes the Creation of a New Commission With Power to Act as the Facts May Warrant after an Inquiry Into the Situation

The Executive Committee of The Merchants' Association, at its meeting last Monday, directed that Governor Miller's traction message be printed in full in "Greater New York" for the information of the members of The Association. It also directed that a summary of the recent referendum taken by the Chamber of Commerce of the United States be printed in connection with the message.

The Governor's Message

Governor Miller's message relating to the regulation of public utilities is as follows:

January 24, 1921.

"To the Legislature:

"I invite your prompt consideration of needed changes in the law for the regulation of public utilities. The most urgent condition is that presented by the transit situation in the City of New York.

"In my view, sufficient facts are known to enable the Legislature to determine what action it ought to take. Indeed, those facts are matters of common knowledge. I shall endeavor to state them.

The Rapid Transit Acts

"A brief outline of the acts under which the present rapid transit lines were constructed may be helpful.

"By chapter 752 of the Laws of 1894, the Rapid Transit Act of 1891 was amended and a Board of Rapid Transit Railroad Commissioners was named in the act with power to fill vacancies. As a preliminary step, the Board was required to obtain the constitutional consents of the local authorities and abutting property owners, or in lieu of the latter the determination of the General Term, now the Appellate Division, of the Supreme Court upon the report of Commissioners that the proposed road ought to be constructed and operated. The Board was then to prepare plans and advertise for bids for construction, equipment and operation. Upon obtaining the constitutional consents, the Board was independent of municipal control except that the approval of the common council was required as to the form of contracts. Under that act, the first two subway contracts were let, viz.: Contract No. 1, on February 21, 1900,

for the section North of the post-office in Manhattan, and Contract No. 2, on July 21, 1902, from the post-office in Manhattan to the Long Island Railroad terminal in Brooklyn. Under those contracts made by said Board, the credit of the City was pledged to the amount of upward of \$55,000,000, a little over \$51,000,000 of which has been exempted from the indebtedness which is a limitation upon the borrowing power of the City.

Estimate Board Must Approve

"By chapter 631, Laws of 1905, the power of approval of 'plans and conclusions,' by the original act vested in the Common Council was transferred to the Board of Estimate and Apportionment. That power was continued by the revision of 1909 and still exists.

"The Greater New York Charter (chapter 378, Laws of 1897) provided by section 45 that nothing in the act should repeal or affect in any manner the provisions of the Rapid Transit Act.

Independent of Municipal Control

"It will thus be seen that the first venture of the City of New York in municipal ownership of transit lines was under contracts made by a Board appointed by the Legislature, which was independent of municipal control except for the constitutional consent required to preliminary plans.

"In 1907, as a part of the enactment of the Public Service Commissions Law, the powers of the Board under the Rapid Transit Act were transferred to the Public Service Commission for the First District. There was then urgent need for an extension of the rapid transit system. However, it was not until 1913, despite all of the efforts of the public authorities, that Contracts No. 3 and No. 4, providing for extensions under the so-called dual system, were made. That was due in part at least to the delay in effecting a working arrangement between the Commission and the Board of Estimate and Apportionment. Those contracts were made by the Commission and were approved by the Board of Estimate and Apportionment, and they contained a clause requiring the approval of the Board to any changes. However, I find no statutory warrant for that provision, the only consent of mu-

nicipal authority to changes expressly required by the statute being consent to changes of plan.

Three Agencies Concerned

"By chapter 520 of the Laws of 1919, the regulatory powers of the Public Service Commission were transferred to a single commissioner appointed by the Governor and the powers under the Rapid Transit Act were transferred to a single Transit Construction Commissioner. The result is that there are now three agencies dealing with transit in New York City—the Public Service Commissioner, the Transit Construction Commissioner, and the Board of Estimate and Apportionment, and the powers of each are in dispute. It is not strange that an apparently hopeless tangle results.

The Surface Lines

"With respect to surface lines, an equally hopeless tangle of authority exists. It was obviously intended to confer upon the Public Service Commission complete regulatory power over them. But the Court of Appeals decided that it would not infer, from the language of the act, an intention to do that in cases where local consents had imposed conditions as to rates of fare. That decision, however, has been limited to such consents granted between 1875 and 1907. The result is that the Public Service Commission has jurisdiction over some lines and different sections of the same line and a divided authority with the Board of Estimate and Apportionment over other lines or sections of the same line.

Drifting Policy Results

"A drifting policy has naturally resulted from divided authority and responsibility, while the transportation problem in the City of New York has steadily drifted toward disaster.

"According to the report of the Transit Construction Commissioner, there is greater need than ever of new construction and extension of rapid transit lines, the present lines having reached the point of saturation during rush hours. In passing, it may be observed that the service has been so crippled that every hour appears to be a rush hour. The Commissioner states

ABLE DISCUSSION OF THE CITY'S TRANSIT SITUATION

that at present costs, the new construction and extension planned will cost \$350,000,000, not including equipment for which \$200,000,000 will be required. Of course, under present conditions, private capital will not be risked in the enterprise, and the City's borrowing capacity is limited by the \$200,000,000 in round numbers of subway bonds now maintained out of the tax levy, whilst another \$50,000,000 will be required to complete projected work for which the city is obligated.

Revenues \$10,735,399 Short

"According to the report of the Public Service Commissioner, the revenues of all operating companies within the Greater City for the fiscal year ending June 30, 1920, fell short of paying operating expenses, interest, rents and other fixed charges by \$10,735,399 as against a deficit the prior year of \$8,556,408.

"Many of the roads are in the hands of receivers and others on the verge of receiverships. Systems have been disintegrated. Two, three and, I understand, in some cases four fares are now required where before one sufficed. Many lines have been abandoned and service on others suspended, maintenance has been deferred, taxes are unpaid and service has deteriorated, all to the inconvenience, discomfort and expense of the public and the great loss of the City.

Welfare of Whole State Involved

"The welfare of the entire State is involved in the right solution of the problem. Transportation is a public function, intimately affecting the general welfare, and the regulation of it is within the police power of the State. The colossal nature of the problem and the general interest affected by it are indicated by the fact that there are upward of \$850,000,000 of New York City traction bonds held by the public, including the \$250,000,000 of City bonds.

Crisis Becoming Acute

"Whilst the present drifting policy in a crisis daily becoming more distressingly acute is plainly due to the unwise division of authority and responsibility already referred to, the cause of the difficulty lies deeper. The present problem has a background of crooked financing, which now subjects it to popular distrust and prejudice easily aroused by the wiles of the demagogue. The time has come to protect it from the sinister designs of selfish financiers and politicians. It will not be difficult to eliminate the

baneful influence of the former. The market value of outstanding securities is undoubtedly much below the intrinsic value of the properties represented. The water has already been squeezed out of the securities and the companies are not earning fixed charges. The time is, therefore, propitious to deal with the subject in the public interest and with exact justice to all. It would be little short of a public calamity if the opportunity thus presented were allowed to pass. Of course, any consideration of the subject must start from the premise that the public shall not be called upon to pay earnings upon or to amortize watered securities. The ultimate solution of the problem must be maximum service with minimum cost for the benefit of the users of the public transportation facilities, the majority of whom have no other means of transportation. The public are now in a position to escape from the consequences of past misdeeds or mistakes, if, instead of utilizing them for sinister purposes to breed disorder in the public mind, advantage is taken of the present opportunity to lay the solid foundations for a forward looking constructive policy. In the past, capital has been attracted too much by the chance of speculative profits. Necessarily, those profits are made at the expense of the investor and the traveling public. Poor and costly service and loss to the innocent holder of securities are the inevitable result. Certainty of a fair return must be the attraction to capital in the future, and that, I am sure, the public will readily accord for adequate service. The public are now in a state of mind to take nothing for granted. Their past experience has been such that they now will rightly insist upon being satisfied that the actual facts justify any measures adopted. Some agency, having public confidence, impartially to ascertain the facts and courageously to apply the remedy, appears to be imperatively demanded to extricate the problem from its present difficulties.

The Single Fare

"Viewing the matter solely in the public interest, I think it plain that the foundations should now be laid for a completely unified system of transportation in the City of New York, and I believe any open-minded person who studies the subject at all will be forced to that conclusion. The single fare plan appears to me to be important to the

future development of the City and the relief of congestion with its manifold problems, housing and the like. Extensions should precede rather than lag behind demand. That means that profitable parts of the system must maintain the unprofitable. In order to give the public efficient and cheap service, every possible economy in operation and management must be effected and every unnecessary duplication of service eliminated. Necessarily, the subways will form the backbone of the system. The elevated, surface lines and buses will eventually be merely auxiliary. If, however, the most efficient service is to be rendered at the lowest cost, competition must be eliminated and the particular service best suited to each particular situation must be adopted.

Unified System Needed

"The foregoing and other considerations all point to one completely unified system, and if that promise be granted it necessarily leads to the conclusion that ultimately such a system must be municipally owned. That was settled when the City decided upon municipally owned subways. A unified system of operation will be difficult with both public and private ownership of ways and structures. Of course, the ultimate result cannot be accomplished in a day. The time, however, is ripe to lay the foundations, and to lay them properly we must commandeer the services of men of proved ability, breadth of view, vision and public spirit, in whom must be vested all the authority that can constitutionally be given, and such men must be selected utterly regardless of politics.

Contracts Need Revision

"The subway contracts, three and four, lay at the threshold of any solution of the problem. They need revision in the public interest. They must be revised if the problem is to be solved. I have not studied them sufficiently to assert with dogmatic assurance precisely how they should be revised and am only referring to the matter sufficiently to indicate the problem with which we have to deal. A very brief examination will suggest certain major points for revision. Experience has demonstrated that the provisions for preferential payments are unfair to the city. The city is now providing the interest and sinking fund for roughly \$200,000,000 of subway bonds out of the tax levy, yet its budget requirements are so great, that it has to

STATE EXECUTIVE PROPOSES SINGLE UTILITY BOARD

curtail the police force and this year the board of estimate and apportionment even cut out of the budget \$27,000,000 conceded to be necessary for the schools. The city is so near the debt limit that it cannot undertake needed public improvements, even the erection of necessary school buildings, yet if the subway bonds were maintained out of operation as they should be, the city's borrowing power would at once be increased \$200,000,000. The people who ride in the subways do not realize that in addition to their fares, they are paying to maintain \$200,000,000 of subway bonds, and it does not matter whether they are taxpayers or rentpayers. Of course, that observation does not apply to the hundreds of thousands living outside the city who daily use its transit facilities.

Leases Too Long

"In my opinion, the term of the leases is too long. That would not be so vital if the provision for recapture would not penalize the city in case it should exercise its option before the expiration of the term. That also would appear to need revision in the interest of the city.

"Wholly apart from the consideration that the wise solution of the problem will in my judgment pave the way for a single municipally-owned system, the problem is in itself single and must be dealt with as a whole. No particular lines can be treated by themselves, and experience has already demonstrated the unwisdom of separating the regulatory powers of the Public Service Commissioner from the powers under the Rapid Transit Act now vested in the Transit Construction Commissioner. Increased expense and division and uncertainty of authority have resulted.

Authority Must Be Centralized

"To my mind the conclusion is irresistible that the authority and responsibility to deal with this problem must be completely centered in some single agency. Manifestly that cannot be the board of estimate and apportionment. It is common knowledge that that body is unable now properly to function and dispose of the matters coming before it. That observation implies no personal reflection. Its inability to deal with such a problem as this results from the very nature of the organization of that body and the mass of matters with which it deals. A Public Service Commission with all the power under the Rapid Transit Act, and all the power necessary

to deal with the problem, reserving to the city the power to give the constitutional consent to routes and, of course, to pledge the credit of the city, appears to me to be the manifest solution.

"The foregoing views appear to me to be sound. But in stating them, after much reflection, I merely desire to invite your consideration of them and to focus public attention upon them. The vital thing to do at the moment is to create the agency to deal with the problem with ample and undivided authority and responsibility. The necessity of doing that does not appear to me to be open to debate. That agency when created must work out a plan from the ascertained facts uninfluenced by any prejudgments or predilections whatsoever, and I have said nothing with the intention of influencing the ultimate decision with the single reservation that that decision must be in the public interest.

Problem Not Local

"There is a good deal of loose talk about home rule in connection with this subject. The problem is not a local problem. It is a State problem, state-wide in importance and can only be solved by the exercise of the police power which resides in the State Legislature. It matters not whether the city owns the subways in its governmental or proprietary capacity. In either capacity it is merely discharging a public function over which the State in the exercise of its police power has control. There are two great problems of transportation in and about the city of New York. One is the problem of transportation of passengers with which we are now dealing. The other is the problem of the transportation of freight involved in the port development problem on which I hope to address the Legislature in the near future. Both are of general State concern and neither can be properly solved without the exercise of State power. I believe in the greatest exercise of home rule, compatible with good government, but the public interest must always be kept paramount, and when State power can be effectively exercised only by the State, it ought not to be delegated to municipalities.

Regulation a State Function

"The regulation of public utilities is from the nature of the case a State function and the power of regulation must be undivided to be effective. The State has already gone too far in dealing with the particular problem at hand to draw back

now. The responsibility has already been assumed. The deplorable condition of transportation in the city of New York, which I have inadequately described, and the dark prospects ahead, if no relief is found, preclude the thought that either the Legislature or the Governor should evade or seek to shift their responsibility.

"Were it not for the unique character of the transit problem in New York, I should recommend that all public utilities of the State be placed under the jurisdiction of a single State commission which should have full power regardless of any local authority, except in so far as the Constitution has vested power in the localities. Apart from the fact that the police power of the State is involved, quasi-judicial powers should be vested in an impartial tribunal. A tribunal responsible to local authority cannot be expected to be impartial in a local case, and experience has shown that such tribunals are subject to local feelings and prejudices. The vesting of such powers in them is like submitting a controversy to one of the parties to it.

A Single Commission

"I do recommend that all public utilities be placed under the jurisdiction of one State commission, except that a commission be created for the First District with complete jurisdiction over the single subject of transit in that District. I make that exception not only because the problem is unique and complicated but because I entertain the hope that public spirited men, who might not be willing to undertake the regulation of public utilities generally, may be found to undertake a particular service. It is no exaggeration to say that that service will require the highest order of intelligence, fairness and public spirit, to which any citizen may be called and that it affords an opportunity for distinguished public service, the like of which is rarely presented.

New Transit Board

"I recommend that a commission of three be created with complete jurisdiction over the subject of transit in the First District, that the powers under the Public Service Commission Law and the Rapid Transit Act be transferred to it with such amendment as further study may suggest and that the former independence of municipal control be restored regardless of the provisions of local consents or prior contracts.

"I further recommend that jurisdiction over all other public utilities in the

WOULD GIVE STATE POWER OVER UTILITY RATES

State be conferred on the present Commission for the Second District. Five commissioners for that work may be necessary.

Power Over Rates

"I also recommend that the Public Service Commissions Law be amended so as to make the rules uniform as to all public utilities, including the power to suspend rates pending a hearing and determination. In view of the time required for some rate determinations, there should doubtless be power to prescribe temporary rates pending such determination, with such safeguards as may be prescribed by the Commission, and complete power should expressly be vested in the Commission regardless of local consents or contracts.

Rates for Gas

"I invite your particular attention to the subject of gas rates. Acts of the Legislature prescribing particular rates have been found to be confiscatory by the Federal courts. The result is that the companies affected are left free to impose any rate, subject only to the requirement of reasonableness. That condition requires immediate remedy. Either the Legislature must prescribe new rates or confer jurisdiction over the subject on the Commission regardless of any statutory rate. If we are to have a Public Service Commission at all, it should have complete jurisdiction over that subject. Likewise, it should have jurisdiction to regulate the service and prescribe the standards of quality and the like.

The Public Service Commission

"It is impossible to exaggerate the importance and the value to the people, if well done, of the work of the Public Service Commission. That body should be elevated to the dignity and the standing of a court and should be removed from political influence. If a commission of five is retained, I recommend that the terms be so arranged as to expire at intervals of three years, the ultimate term of the Commissioners to be appointed upon the expiration of the terms of the present incumbents to be fifteen years.

No Appeal from Commission

"The determinations of the Commission when once made should be obeyed. There may be some reason for it, but I see no necessity of an appeal from the Commission to itself, which must involve some unnecessary expense to

parties and to the State, but, more important than that, effective regulation requires that the orders of the Commission be obeyed until they are set aside.

"I also invite your consideration of the question whether the Commission does not undertake too much work of an administrative character. The great functions of the Commission are quasi-judicial or legislative. As I have said to you in an earlier message, the commingling of administrative with legislative or judicial functions impairs the efficiency with which both are discharged and may also lead to abuse. A body suited to discharge important quasi-judicial or legislative functions is apt to be unsuited to administration, and attention to one duty is apt to detract from performance of the other.

Questioning Expenses

"I think that has been demonstrated by the constant growth in the expenses of the two Commissions. An examination of the organization under the Public Service Commission for the Second District discloses the typical development of the bureaucratic system incident to such commingling of powers. There appear to be eight divisions, each with a division chief, and apparently they constitute so many separate departments, each naturally magnifying its own importance and with little or no correlation of effort and service between them. It is inevitable that they are overmanned, and I think it will be little short of miraculous if a close investigation does not disclose that in every one of the divisions there are employees who at some periods have little or nothing to do. I am not prepared to say that the work of any of the divisions should be curtailed or dispensed with. I recommend the study of that subject. I am prepared to recommend, however, that if continued, that work be placed under one administrator, who will see that it is properly correlated and efficiently done. The Commissioners will have all they can attend to, if they properly discharge their important quasi-judicial or legislative functions. They should not be burdened with the administration of such a department as now exists under them. Of course, the appropriation committees will look carefully into this subject. Instead of increasing the appropriations for the Department over \$180,000, as is requested, I have no doubt that it will be found possible to effect decreases by more efficient organi-

zation. How that should be done, I submit to your consideration.

"NATHAN L. MILLER."

Street Railways

Program Advanced by National Chamber of Commerce

A program looking to improvement of the situation concerning street railways is advanced by the Chamber of Commerce of the United States as a result of a referendum vote of organizations composing its membership. Eight recommendations presented by the Committee on Public Utilities were approved with but few dissenting ballots.

The proposals and the votes were as follows:

1. Existing traction facilities should be conserved. For, 1,689; against, 0.
2. The attitude now taken toward street-railway problems should be based on the present and future needs of a community. For, 1,677; against, 0. This concerns necessary financing.
3. The attitude which is taken toward street-railway problems should contemplate private ownership and operation. For, 1,657; against, 24.
4. Regulation should everywhere be instituted that will follow promptly changes in the situation of the companies rendering services of local transportation. For, 1,666; against, 4. This aims to prevent delay in applying remedies for conditions.
5. Provision should be made against the consequences of unfair competition. For, 1,683; against, 16.
6. All burdens unrelated to the service performed should be removed from street railways. For, 1,460; against, 167.
7. Official responsibility should be definitely fixed for the application of regulation. For, 1,682; against, 8.
8. Each company should seek to have available for the public at all times the facts as to the results of operation, and should have resident responsible executives wholly conversant with local requirements. For, 1,683; against, 1.

Private ownership and operation was recommended by the committee with the declaration that "a canvass of every consideration that has been brought forward in support of public ownership and operation has resulted in the committee's finding in it no solution for present problems or means of meeting future requirements."

HIGH SCHOOL PUPILS

The United States has 1,933,821 pupils enrolled in its High Schools, or 9.3 per cent of the total school enrollment. The percentage was only 1.4 per cent in 1817.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

NEW YORK COUNCIL ON IMMIGRANT EDUCATION FORMED

Meetings Result in the Adoption of an Outline of Organization in Which Fifty-one Agencies Join to Promote Education and Americanization of Immigrants

Prepared by the Industrial Bureau of
The Merchants' Association

As a result of the second conference on Immigrant Education held in the Assembly Room of The Merchants' Association on Monday afternoon, January 31, an "Outline of Organization" was adopted providing for a New York City Council on Immigrant Education. The main purpose of the Council is to stimulate and promote immigrant education in New York City through the machinery of public and private agencies interested in this work.

Membership of the Council

The membership of the Council will consist of New York City agencies interested in immigrant education, and the administrative work will be performed by an executive committee of at least twenty-one members.

The conference adjourned, to meet again Monday afternoon, February 7, in The Association's Assembly Room, at 3 o'clock, for the purpose of electing the members of the executive committee.

Ten thousand dollars has already been underwritten to begin the work of the Council.

The Organizations Represented

The fifty-one organizations present at the meeting, represented by seventy-three individuals, were as follows:

American Red Cross
Association for Improving the Condition of the Poor
Bureau of Jewish Social Research
Carnegie Corporation of New York
Catholic Charities Association
Catholic Charities of Archdiocese of New York
Charity Organization Society
Council of Jewish Women
Educational Alliance
Ethical Culture Society
Federation for the Support of Jewish Philanthropic Societies
Fordham University, School of Sociology and Social Research
General Italian Mission
Girls' Protective League
Greenwich House
Hartley House
Hebrew Educational Society
Hebrew Technical School for Girls
Hudson Guild
Italian Welfare League

Jan Hus Church and Neighborhood House

Kips' Bay Neighborhood House
Ladies of Charity of the Catholic Charities of New York
Hannah Lavanburg Home for Girls
League of Foreign Born Citizens
Lenox Hill Settlement
Little Italy Neighborhood Association
The Merchants' Association of New York

National Civic Federation
National Liberal Immigration League
Neighborhood House
Neighbors League of America
New York Association for Improving the Condition of the Poor

New York City Society of the Methodist Episcopal Church
New York Public Library
New York State Chamber of Commerce

New York State Department of Education
New York City Department of Public Welfare

New York University
Pan-Hellenic Union
Protestant Episcopal Church
"Prosveshcheniye" Society
Russian Collegiate Institute
Settlement and Church of All Nations
Social Service Commission of the Diocese of New York

United Jewish Aid Society
United Neighborhood Houses
United States Department of Labor, Naturalization Service

Women's City Club
Young Men's Christian Association
Young Women's Hebrew Association
The Outline of Organization

The complete Outline of Organization, as finally adopted, follows:

I

Name

"The name of this organization shall be The New York City Council on Immigrant Education.

II

Purposes

"Section 1. The purposes of this Council shall be:

"To stimulate and promote immigrant education in New York City through the machinery of public and private agencies interested in this work.

"To work for the adoption by these agencies of efficient and successful methods.

"To promote a common purpose and secure coordinated effort among these agencies.

"To secure elimination of waste and duplication of effort by suggesting definite fields of work.

"To urge the provision of adequate funds and the adoption of suitable legislation by City, State and National Governments to assist in the accomplishment of these purposes.

"Section 2. By 'immigrant education' is meant sympathetic instruction of the immigrant to the end that better citizenship and an active and intelligent participation in American life may be achieved. No political, economic or industrial propaganda shall be conducted or approved by this organization.

III

Composition

"Section 1. The Council shall be open to membership to New York City agencies interested in immigrant education.

"Section 2. Each member agency shall be entitled to two representatives in the Council.

IV

Administration

"Section 1. The Administrative work of the Council shall be performed by an Executive Committee of at least twenty-one members, to be elected by the Council for a term of one year.

"Section 2. The officers of the Committee shall be a Chairman, a Treasurer and an Executive Secretary, who shall be elected by the Committee for a term of one year, and who shall also be the officers of the Council.

"Section 3. The Executive Committee shall pass upon all applications for membership in the Council, and determine the admission of applicants.

"Section 4. The Executive Committee shall appoint such standing and temporary committees as it shall deem necessary for carrying out the purposes of the Council.

V

Meetings

"Section 1. Meetings of the Council may be called at any time by the Exec-

JOIN FOR EDUCATION OF ARRIVING IMMIGRANTS

utive Committee or at the request of at least twenty representatives in the Council.

"Section 2. A quorum of any meeting of the Council shall consist of twenty-five representatives.

"Section 3. Meetings of the Executive Committee may be called at any time by the Chairman.

"Section 4. A quorum of any meeting of the Executive Committee shall consist of one-third of its membership.

VI

"Action taken by the Council as to policies or finance shall not be binding upon the member agencies.

VII

Amendments

"This Outline of Organization may be amended at any meeting of the Council by a two-thirds vote of those present and voting, provided notice of such amendment has been given to all members in writing at least ten days in advance of the meeting when action is to be taken."

Industrial Courses

Valuable Alternate Instruction Given in Haaren High School

For many years past many of the high schools in the City offering industrial and commercial work have arranged for cooperative courses, by which pupils have been enabled to spend alternate weeks in school and in business. By September, 1920, eleven high schools were offering such courses to their students and the Board of Education decided to bring all of the cooperative work together in one school, the Haaren High School.

The school is located at the corner of Hubert and Collister Streets, Manhattan. Its industrial work is conducted as an annex in the Manual Training High School, Brooklyn, where boys may enter mechanical, chemical or electrical courses. A teacher, called a Coordinator, places the pupils in their business positions, follows up their work, and coordinates school instruction with business experience. Two pupils, called "a team," hold one position, each working every other week. The four-year commercial diploma is recognized by colleges offering advanced business courses.

PORT OF NEW YORK GAINED IN TRADE

Statistics for the Past Year Show That It Now Has 55 Per Cent of Imports

SOME INTERESTING STATISTICS

The supremacy of the Port of New York in foreign commerce is once more indicated in the figures of 1920.

An Interesting Comparison

Of the total commerce of the six leading ports of the United States in 1919, New York had 46 per cent. Last year she had 55 per cent. This port handled 44 per cent of the export business in 1919, and 41.5 per cent in 1920. While the port showed a loss in exports, its proportion of imports rose from 46 per cent in 1919 to 55 per cent in 1920.

The following table showing the percentage of foreign commerce transacted at the six leading ports during the fiscal years of 1919 and 1920, and also the percentage of total commerce during these years, was prepared by Collector Byron R. Newton for the "Journal of Commerce":

Imports			
	Per cent 1919 1920		Per cent 1919 1920
New York.....	46 55	San Francisco	7 5
Boston.....	8 8.7	Philadelphia...	4 4
New Orleans..	4 5	Seattle.....	8 2.3

Exports			
	Per cent 1919 1920		Per cent 1919 1920
New York.....	44 41.5	Philadelphia...	6.3 5.5
Galveston.....	4.3 7	Baltimore....	4 4
New Orleans..	7 7	Savannah....	2 2.3

Combined Commerce of Imports and Exports			
	Per cent 1919 1920		Per cent 1919 1920
New York.....	45 47	Seattle.....	5.7 3
Boston.....	5 5.5	Galveston....	3 4.7
New Orleans..	6 6.3	Baltimore....	3.4 3
San Francisco	4 3.6	Savannah....	1.7 2.6
Philadelphia..	6 5		

Port Receipts

The total receipts of the Port for the calendar year 1920 were \$227,535,800.97. The next largest receipts in any calendar year were in 1909, when they totaled \$223,373,164.29, or \$4,163,836.68 under 1920.

In 1913 the customs service of the United States was reorganized, and under that reorganization Newark, Perth Amboy, Albany, Greenport and Patchogue were abolished as ports of entry and consolidated with the Port of New York, under the control of the Collector at New York. As 1914 was the first year after the reorganization, it is interesting to compare the figures of that year with those of the calendar year 1920.

In 1914 the receipts of the Port were \$170,160,850.10, and the cost of collection .039, with a force of 3,374 employees. In 1920 the receipts were \$57,368,950.87 more than in 1914, the percentage cost of collection .02827, and the force employed 574 smaller than in 1914. Thus it will be seen that while the cost of conducting business activities in outside branches has been materially advanced since the beginning of the world war, the United States Government has collected its largest customs revenues at the Port of New York with fewer men and at lower cost than during the years prior to the war.

Ships Entering and Clearing

A total of 10,986 ships entered the Port or cleared for foreign destinations in 1920. The increase over the figures for the previous year is about 23 per cent. The number of ships clearing and entering exceeds by more than one thousand the largest number of vessels that plied from and to this Port during a pre-war year.

During the month of December 516 ships, with a register of 1,732,485 net tons, entered the Port of New York. A total of 518 vessels, aggregating 1,802,929 net tons, cleared from this Port for foreign destinations. The depressed shipping conditions were reflected in an unusually large number of vessels coming in or going out in ballast.

Summarizing the inward and outward movements of the vessels for the year, it is seen that the entrances exceeded the clearances by a substantial number. This is explained by the number of ships now laid up or in the repair yards undergoing reconditioning. A total of 5,662 vessels, including both steamships and sailers, entered, their net tonnage being 18,068,306 tons, while 5,324 vessels, with an aggregate net register of 17,760,843 tons, cleared for foreign ports.

RAILWAY TRAFFIC IN 1920

Statistics compiled by Dr. Julius H. Parmlee, director of the bureau of railway economics, shows that the traffic handled by the railways in the first eleven months of 1920 was as great as the amount handled by them in any previous year. It also shows that their total earnings, total operating expenses and taxes were much larger than in any previous year and that their net operating income was the smallest since the Interstate Commerce Commission began compiling the revenues and expenses of the railways in 1868.

Why not file "Greater New York"?

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Requires Corporations to File Names of Officers and Directors

(Assem. Int. No. 313, by Mr. Neary)

To amend the General Corporation Law in relation to the filing of corporate certificates.

Adds new subdivision 3 to Section 6, to read as follows:

Every corporation shall hereafter file in the office of the clerk of the county in which its principal office is located, a certificate setting forth the names and residence addresses of each and every one of its officers, directors and managing agents, said certificate to be indexed by said county clerk under the name of the corporation, in a book to be kept for that purpose and an amended certificate shall be filed so often as there is any change in the name of any officer, director or managing agent of such corporation, setting forth whatsoever change in the personnel of any office, as aforesaid, in said corporation within ten days after the occurrence of said change. The failure of a corporation to comply with this section shall make said corporation liable to forfeiture of its charter, as herein provided for upon motion by the Secretary of State, and in the event of the failure to file an amended certificate, as herein provided for, service upon any officer, director or managing agent named in the last filed certificate shall be deemed due service upon said corporation, regardless of whether or not said officer still holds such office in said corporation.

Empowers City Board to Halt Building Operations

(Assem. Int. No. 284, by Mr. Donohue)

To amend the Greater New York Charter, in relation to the demolition or construction of certain buildings.

Adds new Section 1718-f, providing that until July 1, 1924, no building used principally for dwelling purposes shall be demolished except upon the written permission of the Board of Standards and Appeals, and that no building shall be constructed or changed for any purpose other than for dwelling purposes except on written permission of that Board. The decision of the Board granting such permit shall be final.

Benefits Injured Employees

(Sen. Int. No. 114, by Mr. Knight)

(Assem. Int. No. 281, by Mr. Brady)

To amend Sections 25 and 77 of the Workmen's Compensation Law, by providing that compensation shall be paid by-weekly in place of wages, and as it

accrues, and directly to the person entitled thereto without waiting for an award by the Industrial Board, except in those cases in which the right to compensation is controverted by the employer. The first payment shall become due on the twenty-first day of disability, on which date all compensation then due shall be paid.

The employer is required to notify the Commission within 21 days that he has begun payment of compensation or that the claim is controverted, giving the reasons therefor. Failure to notify the Commission, or to pay any installment of compensation within 10 days after it is due subjects the employer to a penalty equal to ten per cent of the compensation, which penalty accrues to the injured workman or his dependents.

The Commissioner may at any time refer such cases to the Industrial Board for hearing, and cause investigation and medical examination to be made, in order to protect the injured person's rights.

Beginning July 1, 1921, a charge of \$2.00 is to be assessed against the insurance carrier for each hearing or adjournment thereof in each case.

Under existing methods of procedure the payment of compensation in many cases is delayed by both employers and insurance companies until the claim has been heard and an award made by the Industrial Board. These amendments would eliminate those delays and also facilitate settlements in controverted cases.

Creates a Charter Commission

(Assem. Int. No. 215, by Mr. Neary)

An Act to create The New York Charter Commission, to consist of 18 members, seven to be appointed by the Governor, of which two shall be from Manhattan, two from Kings and one each from The Bronx, Queens, and Richmond, three by the President of the Senate, five by the Speaker of the Assembly and three by the Mayor of New York. The Commission is empowered to investigate all departments and offices of the city government, to suggest legislation in reference thereto, and in its discretion to report a revised charter. Such Counsel as may be required by the Commission in conducting its investigations is to be furnished by the Attorney-General.

Counsel to aid in drafting its report and any proposed legislation may be employed by the Commission. Report must be submitted to the 1922 Legislature. There is appropriated \$50,000.

Would Require New Signal Light on Motor Vehicles

(Assem. Int. No. 232, by Mr. Martin)

To amend the Highway Law in relation to signal devices on motor vehicles, by adding new Section 286-b, requiring all motor vehicles, at night, to be equipped with an automatic light or lights; on or adjacent to the rear light, showing by color, number of lights or other means, whether such vehicles are moving or stationary; also that the words "stop" or "go" or other lettering must be employed.

The purpose of this bill is apparently to create a market for some patented device. Its enactment would subject automobile owners to considerable unnecessary expense.

Amends Banking Law Affecting Payment of Checks

(Sen. Int. No. 146, by Mr. Duell)

To amend Section 148 of the Banking Law, in relation to deposits of corporations, partnerships, associations, etc., by adding the following new matter at the end thereof:

When a deposit has been made in the name of a corporation, partnership, association, estate, trust, fiduciary, or agent, payment may be made to or on the order of the officer, member, executor, trustee, fiduciary, agent or other person in accordance with the authority filed with the said bank and such payment shall be a valid and sufficient release and discharge to said bank. Banks may receive such orders on deposit or in payment whether in the form of checks or other negotiable instruments, and banks so paying and banks so receiving shall not be required to see to the application of the funds so paid or be charged with notice as to the disposition made thereof by the person upon whose order the funds were paid.

Stock Dividends Not Income

(Sen. Int. No. 108, by Mr. Duell)

To amend Section 10, and to add new Section 17-a to the Personal Property Law, excluding stock dividends from the definition of "income of personal property." Stock dividend is defined to mean any issue or delivery of shares of capital stock of a corporation or association made for capitalizing the whole or part of its surplus profits. In the absence of expressed direction to the contrary in any will or instrument creating or declaring a trust, a stock dividend, extraordinary dividend or distribution of sur-

BILLS OF INTEREST IN THE LEGISLATURE

plus profits shall be deemed to be principal and not income.

Miscellaneous

Women Proofreaders.—To amend the definition of a factory as contained in Section 2 of the Labor law, by providing that the provisions of that law prohibiting the employment of women over 21 as proofreaders at certain hours shall not apply to newspaper publishing establishments. (Assem. Int. No. 184, by Miss Smith.)

Hotel Room Rates.—To amend Section 206 of the General Business Law, by providing that "There shall also be posted, in a conspicuous place and manner in each room in such hotel or inn used for lodging guests, a statement of the charge or rate of charge for lodging in such room and, if meals are furnished in connection with lodging therein, the charging or rate of charging for such meals. (Sen. Int. No. 113, by Mr. Wheelock.)

Astoria Tunnel.—To provide for the acquisition of lands and the construction of a tunnel or tunnels for vehicular and pedestrian traffic from Astoria under part of waters leading to Long Island Sound, through Ward's Island and under the Harlem River to Manhattan. A commission of five members is created, three to be appointed by Governor and two by Mayor of New York, and \$500,000 is appropriated. (Assem. Int. No. 273, by Mr. Leininger.)

Bonding Motorists.—To amend Section 282 of the Highway Law, by requiring every owner of a motor vehicle to file with the Secretary of State, when applying for registration, an indemnity bond or insurance policy for not less than \$10,000. (Assem. Int. No. 317, by Mr. Trahan.)

Revocation of Auto Licenses.—To amend Section 290-a of the Highway Law, by permitting the Secretary of State to suspend or revoke a certificate of motor vehicle registration or a license of operator or chauffeur upon conviction of holder, of petit larceny, as well as felony as at present. (Assem. Int. No. 333, by Mr. Webb.)

Blue-Sky Law.—To enact the Securities Law to be Chapter 73 of the Consolidated Laws, providing for the licensing of brokers and dealers in securities by the Secretary of State, for the filing of statements prerequisite to sale of certain corporate stock or bonds, also for

the filing of certain promoting and underwriting agreements including information in detail relating to mining and oil properties, and imposing drastic requirements as to prospectuses and advertisements relating to the sale of such securities. (Sen. Int. No. 138, by Mr. Mullan.)

Pistol Permits.—To amend Section 1897 of the Penal Law in relation to licenses to carry firearms, by providing that the power to issue such licenses outside of New York City shall be vested in Judges or Justices of courts of record, instead of to any Magistrate, as at present. (Assem. Int. No. 400, by Mr. Wheelock.)

Taxes Advertising Signs.—To add new Article 17 to the Tax Law, imposing an annual tax upon all forms of outdoor advertisements and advertising devices, including billboards, roof, or wall signs, and advertisements in subway and elevated railroad stations. The tax to be computed upon the square feet of surface covered, of rates varying from 60 cents to \$1.20 a square foot, in New York City. Certain classes of business signs are exempt. (Assem. Int. No. 397, by Mr. Flynn.)

CONVENTION CHANGES

Convention Bureau Announces Additions and New Dates for February

The Convention Bureau of The Merchants' Association announces the following changes and additions to the list of February conventions published in the January 31 issue of "Greater New York":

Waxed Paper Manufacturers' Association—February 18.

Textile Color Card Association—February 16.

Society of the Genesee, scheduled for February 12, changed to February 24.

American Institute of Mining and Metallurgical Engineers (Institute of Metals Division), scheduled for February 16-18, changed to February 14-15.

Sterling Silverware Manufacturers' Association, scheduled for February 10, announces annual meeting has been already held.

National Efficiency Society—February 26.

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NATIONAL HOUSING PROGRAM ADOPTED

Investigation to Disclose Obstacles and Cooperation to Remove Them Are Advocated

COMMUNITIES URGED TO HELP

A housing program has been advanced by the National Council of the Chamber of Commerce of the United States at a conference held in Washington and attended by Mr. S. C. Mead, Secretary of The Merchants' Association, who is a member of the Council.

Full Investigation Favored

The continuance of investigations of alleged illegal combinations in the building industry and the punishment of the guilty persons was urged.

The Conference also urged that each constituent member organization of the Chamber of Commerce of the United States, in cooperation with the National Chamber:

"Make, or cause to be made, a thorough study of the situation in its own community which will bring out the facts as to house overcrowding, erection of unfit houses and changes in house plans or construction that tend to rob the dwelling of its character as a home.

"Adopt a constructive program based upon the results of this study.

"Set minimum standards for light, ventilation, water supply, sanitation and proper construction and maintenance for all dwellings.

"Take such action as may be necessary to make its conclusions effective."

For Inquiry in Washington

At the same time the Conference asked the National Chamber's Board of Directors to have the staff of the organization make a thorough investigation of all questions involved in housing with a view to reporting to the membership of the Chamber.

All interests engaged in the building industry were asked to do their full share toward helping to reduce building costs.

BOSTON SEES PORT GROWTH

A total of 16,055 vessels arrived here from foreign ports during 1920, according to statistics. This was 156 more than in 1919. An increase of approximately 22,000 in the number of passengers landing at this port also was noted, a large proportion of the arrivals being immigrants.

INTERNATIONAL POSTAL CONVENTION MUST BE RATIFIED

Some of the South American Countries, However, Have Already Put Into Effect the Agreements Reached in Madrid—Other Foreign Trade News

Prepared by the Foreign Trade Bureau
of The Merchants' Association

In connection with the International Postal Convention which was recently held at Madrid, at which conference the Post Office Department of the United States was represented by the Hon. Otto Praeger, Second Assistant Postmaster General, a letter has been received from Mr. Praeger, in reply to our inquiry, to the effect that the Spanish postal administration has informed our Post Office Department that copies of the convention will not be ready for submission to the signatory countries for ratification until some time in February.

Effective in Some Countries

Mr. Praeger's letter points out, however, that certain Central and South American countries have already made the convention effective, commencing February 1, pending ratification and encloses a notice to that effect as follows:

"The postal Administrations of Bolivia, Colombia, The Republic of Honduras, Nicaragua and Peru having agreed to put in effect, commencing February 1, 1921, pending ratification, the provisions of the special postal Convention concluded at Madrid in November last, between the Americas and Spain, postmasters are informed that on and after the date named the United States domestic rates will apply to letters and post cards, as well as to newspapers and periodical publications of the second class (1 cent for each 4 ounces or fraction thereof) addressed for delivery in Bolivia, Colombia, Honduras, Nicaragua and Peru, while the domestic rates of those countries will apply to articles addressed for delivery in the United States in all cases where such domestic rates are less than the international rates.

"Effective on the date above named, the maximum weight limit for newspapers, other printed matter and commercial papers will be eight pounds, twelve ounces, (4 kilograms), while the maximum weight limit for single volumes of printed books will be eleven pounds (5 kilograms); and the maximum dimensions for this class of mail matter in the form of a roll will be forty inches in length and six inches in diameter.

"Another provision of this Convention requires the full pre-payment of all mail matter except letters which, however, are required to be prepaid at least one rate (2 cents). The particular attention of postmasters is invited to this provision and they are cautioned not to accept articles other than letters which are not fully prepaid and to refuse to accept letters which are not prepaid at least one rate.

"The postal administration of Cuba has likewise agreed to this Department's proposal for putting the new Convention in effect February 1st, but as the domestic rates are already applicable, under a previous Convention, to articles exchanged between the United States and Cuba, the present Convention will apply in the case of Cuba only to the extent of increasing the maximum weight limit on commercial papers and printed matter generally to eight pounds, twelve ounces, the maximum dimensions for this class of mail matter in the form of a roll, and of adding the requirement contained in the paragraph next preceding concerning full pre-payment of postage on all articles other than letters and pre-payment of at least one rate on letters."

Exports to Bulgaria

Requirement for a Certificate of Origin Is Waived

Authorities in Bulgaria have recently notified American shippers that if merchandise from the United States is to enjoy the tariff preferential accorded certain other countries, it will be necessary for them to present a certificate of origin bearing, in addition to the signature of other parties, the signature of a Chamber of Commerce. This has resulted in many requests coming to The Merchants' Association of New York for its signature certifying to the origin of merchandise either awaiting shipment to Bulgaria, or en route, or already in that country.

Naturally, The Merchants' Association of New York is not in a position to sign a certificate of origin guaranteeing the actual origin of any merchandise and we have, therefore, been compelled to refuse to do this.

We are glad to report that one of the firms in New York in close touch with Bulgarian matters has just received word which it believes to be trustworthy to the effect that Bulgarian authorities have now modified this regulation by waiving the requirement for a certificate of origin signed by a commercial organization. This letter is as follows:

"Gentlemen: Your letter of the 26th instant has been received and in reference to the matter in question we are pleased to advise that the latest information from our Bulgarian affiliations is to the effect that a manufacturer's invoice containing a statement of the origin of merchandise invoiced certified to before a Notary Public will be accepted by the Bulgarian Customs Officials in place of the formal certificate heretofore demanded.

"We again thank you for your interest in the matter and remain, etc."

Cable Addresses

Advantages Follow Printing Them on Letter Heads

Many firms conducting correspondence with houses abroad fail to realize the advantage of printing their cable address on their letterhead. Nevertheless it is practically impossible for firms remote from the larger foreign centres to obtain cable addresses.

A recent letter from an American Consul stationed in a South American city points out the desirability of firms in this country making their cable address known to every foreign correspondent, stating that on several occasions persons wishing to cable to different members of The Merchants' Association of New York have asked the Consulate for their cable address which in most cases could not be furnished.

FAILURES SHOW INCREASE

The record of failures in the United States during 1920, as reported by R. G. Dun and Company, shows a total of 8,881, with indebtedness of \$295,121,805. There were 6,451 failures in 1919, with indebtedness of \$113,291,237.

Special "binders or covers for 'Greater New York' may be had for sixty-five cents.

THIRTY-ONE NEW MEMBERS ELECTED

Work of The Merchants' Association Commends Itself to Business Interests of the City

VALUE FOREIGN TRADE SERVICE

The following is quoted from a letter received by the Foreign Trade Bureau from a member of The Merchants' Association with reference to his inquiry for information regarding the present conditions in Mexico:

"We wish to assure you of our appreciation of your courteous and helpful letter of October 18 relating to the present business conditions in Mexico.

"We most cordially thank you for the cooperation you have given us in this matter, and beg to remain."

Another letter received by the Foreign Trade Bureau contains the following passage:

"We have your letter of October 21 enclosing a list of large jobbers of novelties in this City. All other sources of information failed to help us distinguish names of concerns such as these from names of manufacturers and small dealers."

New Members Elected

The following were elected members of The Merchants' Association by the Executive Committee last Monday:

American Bluefriesveen, Incorporated, The, Mr. J. J. Gunther-Mohr, Managing Director, 44 Whitehall Street—International Freight Contractors—General Shipping Agents.

American Sea Grass Company, Mr. Benjamin Heinley, Secretary, 9 Boerum Street, Brooklyn—Jobbers Bedding and Upholsetery Supplies.

Anger, Mr. F. A. H., Managing Director, Fellows Medical Manufacturing Company, Incorporated, 26 Christopher Street—Manufacturing Chemists.

Banco Nacional Ultramarino, Mr. J. McCurrach, Agent, 93 Liberty Street, Box 43, Wall Street Station—Banking.

Bauer, Mr. John, John Bauer and Associates, 63 Wall Street—Financial and Tax Consultant.

Bloom, Charles, Incorporated, Mr. Charles Bloom, President, 40 West Twentieth Street—Art Novelties.

Brewer, H. K., and Company, Incorporated, Mr. Charles D. Brewer, Treasurer, 58 Liberty Street—Stationers.

Carteret Oil and Refining Company,

Mr. John T. Walsh, President, 11 Broadway—Lubricating Oils.

Cuba Cane Sugar Corporation, Mr. H. F. Kroyer, Secretary and Treasurer, 123 Front Street—Production and Manufacture of Raw Sugar in Cuba and Shipment to United States and Abroad.

Doptoglou Brothers of New York, Mr. Basil D. Doptoglou, 59 Pearl Street—Export-Import.

Eagle Warehouse and Storage Company, Mr. John H. Hallock, President, 28 Fulton Street, Brooklyn—Storage Warehouse.

Franco Corset Company, Incorporated, Mr. Maurice J. Frankel, President, 902 Broadway—Manufacturers Corsets.

Guggenheim, Mr. William, 833 Fifth Avenue—Capitalist.

International Business Science Society, Mr. V. Clement Jenkins, Vice-President, 1616 Aeolian Building, 33 West Forty-second Street—Business Psychology.

Konta, Mr. Alexander, Vice-President, Perfect Window Regulator Company, Incorporated, 20 Exchange Place—Manufacturer.

Lish Brothers, Mr. Samuel Lish, 714 Broadway—Ladies' Hats.

McMann, James R., Company, Mr. James R. McMann, President, 56 Gold Street—Iron Pipe Jobbers.

Markowitz, H., Sons, Incorporated, Mr. William J. Markowitz, President, 99 Madison Avenue—Manufacturers Ladies' Coats.

Ramberg Dry Dock and Repair Company, Incorporated, Mr. Chris. Bendixen, Secretary, Pioneer and Imlay Streets, Brooklyn—Ship Repairs.

Ritterband, Reed and Company, Incorporated, Mr. George M. Ritterband, President, 54 Lafayette Street—Printers and Lithographers.

Roy Engineering Iron Works, Mr. G. C. Roy, 51 Otsego Street, Brooklyn—Machinery.

Scott and Williams, Incorporated, Mr. Walter L. Toy, Assistant to General Manager, 366 Broadway—Manufacturers Knitting Machinery.

Ward, John, and Son, Mr. William E. Ward, 115 Cedar Street—Stationers and Printers.

Webster, E. G., and Son, Incorporated, Mr. F. H. Webster, 622 Atlantic Avenue, Brooklyn—Manufacturers Silver Plated Ware.

DURATION OF STRIKES

It is estimated by the Federal Bureau of Labor Statistics that the average duration of strikes in the last four years has been less than one month.

CANVASSING MONTH FOR LIFE SAVERS

Commodores and Captains Now Collecting Funds for the Perilous Summer Time

SOME OF THEM SEEM FISHY

Prepared for The Merchants' Association by the Bureau of Advice and Information of the Charity Organization Society

When is a Life Saver not a Life Saver? Answer: When he is a solicitor!

The Active Season

The City is full of these gallant fellows just now, bold sea dogs who spend their winters brandishing hand-made subscription lists and their summer's pinning medals on each other. Some of them are Commodores, some merely Captains. All are noble souls devoting their valuable time to a neglected Cause. Sign on the dotted line. Cash preferred to checks.

Just about this time every year business men are beset by solicitors for these so-called volunteer life saving associations, most of which do not exist. Sometimes subscriptions are sought for a "hero history" which no one has ever seen. Sometimes advertisements are asked for a publication which has never been published, again funds are begged to buy medals as a reward for life saving feats which are never reported in the papers.

The appeals of these men, probably because on the surface they have a certain picturesqueness, seem to secure a hearing which many a better cause fails of.

Background Is Dim

It is almost impossible to discover any background for such appeals. Even when some one concerned can be located, which is not often, the most adept questioning fails to extort any definite facts. Abuse and charges of base duplicity against every other life saver who ever swung an oar or wore a medal is the net result of all such interviews.

As a matter of fact the only organization of volunteer life savers that has any discoverable background is one that makes no public appeal for funds. It has its offices in the Municipal Building. It is supported by City funds, and is entirely able to handle all the demands made in its field.

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FEB 17 1921
FEB 7 1921
"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, FEBRUARY 14, 1921

No. 7

Eastern Time Zone Will Demand Daylight Saving

Meeting Called by Chief Commercial Organizations in the Largest Cities in the Zone Forms Association to Work for Five Months of Daylight Saving—Health Commissioner Copeland Reiterates His Warning Against Repeal—Campaign in State Is Making Progress

The basis of a determined campaign for Daylight Saving throughout the Eastern Time Zone was laid at a meeting held in the Assembly Room of The Merchants' Association last Wednesday.

Daylight Saving Association Formed

This meeting resulted in the formation of The Eastern Time Zone Daylight Saving Association, which will include practically all the commercial organizations in the nineteen States which are comprised in the Eastern Time Zone.

It is not expected that action can be obtained from the present expiring Congress, but a vigorous effort will be made to have the incoming Congress pass a bill providing for Daylight Saving throughout the Eastern Time Zone from the last Sunday in April to the last Sunday in September. This plan substitutes five months of daylight saving for the seven months which were provided for during the war.

Delegates Were Unanimous

The seventy or more delegates to the meeting last Wednesday were unanimous in favor of daylight saving and on the necessity for organization in order to obtain it. We are convinced that the majority in favor of daylight saving had permitted itself to be vanquished by the minority opposed to it because hitherto it has not been organized and has not been willing to make its wishes known to the National and State lawmakers.

A Board of Directors which will represent each State in the Eastern Time

A Farmer's Letter

VICTOR FARMS
BELLVALE, NEW YORK

February 1, 1921.

Hon. Nathan L. Miller, Governor,
State of New York,
Albany, New York.

Sir:—I understand that you are about to take up for consideration the "Daylight Saving" question.

I believe that it has been alleged that the farmers of the State are opposed to "Daylight Saving." I do not know who is responsible for the assertion that "the farmers are opposed to it," or how general this feeling is among the farmers in other sections, but I, as the owner of the above rather large farm, desire to express my unqualified approval of "Daylight Saving," believing that its advantages are far greater than any possible disadvantages, providing, of course, that it becomes a definite State law applying, without exception to the entire State and, consequently, to all public carriers, utilities, etc., operating within the State.

I beg to express the hope that you may see your way clear to advocate the continuance of "Daylight Saving."

Very respectfully yours,

(Signed) J. H. L. TODD.

Zone is in process of formation and this board will elect the officers of the organization.

State Campaign Is Gaining

The New York State campaign for

the retention of the State Law, amended so as to provide for five months instead of seven months of daylight saving, was pressed. The Merchants' Association continued to keep in touch with the situation and protests against the repeal of the State Law continued to pour in upon Governor Miller and the members of the Legislature. It was apparent that progress was being made by the friends of daylight saving.

In view of rumors that local option on daylight saving would be proposed, this Association adopted resolutions declaring strongly against such a plan as tending to confusion.

For Eastern Zone

Association Is Formed to Urge Congress to Act

The Eastern Time Zone Daylight Saving Association was formed at a meeting held last Wednesday morning in the Assembly Room of The Merchants' Association.

The meeting was called by the leading commercial organizations of Boston, New York, Philadelphia, Pittsburgh, Baltimore and Richmond. Mr. Waldo H. Marshall, Chairman of the Daylight Saving Committee of The Merchants' Association, acted as temporary Chairman, and Mr. S. C. Mead, Secretary of The Merchants' Association, was temporary Secretary.

Delegates representing the following

MANY ORGANIZATIONS JOIN FORCES FOR DAYLIGHT

commercial organizations attended the meeting:

From New England

Board of Trade, New Bedford, Massachusetts
 Boston Wholesale Grocers' Association
 Chamber of Commerce, Boston, Massachusetts
 Board of Trade, Braintree, Massachusetts
 Chamber of Commerce, Fitchburg, Massachusetts
 Chamber of Commerce, Lawrence, Massachusetts
 Chamber of Commerce, Pawtucket, Rhode Island
 Chamber of Commerce, Providence, Rhode Island
 Chamber of Commerce, Springfield, Massachusetts
 Chamber of Commerce, Worcester, Massachusetts
 Chamber of Commerce, Woonsocket, Rhode Island
 Massachusetts Retail Merchants Association
 Massachusetts Wholesale Lumber Association
 New England Manufacturing Confectioners' Association

From Connecticut

Manufacturing Association, Bridgeport
 Chamber of Commerce, Bridgeport
 Chamber of Commerce, Greenwich
 Chamber of Commerce, New Haven

From New York

American City Bureau
 Black and Boyd Manufacturing Company
 Broadway Association
 Bronx Board of Trade
 A. M. Byers Company
 Chamber of Commerce, Brooklyn
 Chamber of Commerce, Rome, New York
 Chamber of Commerce, Syracuse, New York
 City Club
 Clafin, Thayer and Company
 T. A. Gillespie Company
 General Managers Association of New York
 Queens Chamber of Commerce, Long Island City
 Chamber of Commerce of the State of New York
 Health Commissioner, New York City
 J. E. Linde Paper Company
 Loose-Wiles Biscuit Company
 Merriam Paper Company

National Association of Credit Men
 National Daylight Saving Association
 New York Board of Trade and Transportation

New York Cotton Exchange
 Leo. L. Redding and Company
 The Fifth Avenue Association
 The Merchants' Association of New York

Todd Shipyards Corporation
 Charles F. Tuttle
 Troy Chamber of Commerce
 J. G. White and Company, Incorporated

J. B. Witherby
 Woodhaven Civic Association

From New Jersey

Chamber of Commerce, Bayonne
 Chamber of Commerce, Elizabeth
 Chamber of Commerce, Jersey City
 Chamber of Commerce of the City of Newark
 Chamber of Commerce, Trenton
 Manufacturers Council, State of New Jersey, Newark
 Maplewood Civic Association, Maplewood, New Jersey

From Other Cities

Board of Trade, Philadelphia, Pennsylvania
 Chamber of Commerce, Clarksburg, West Virginia
 Chamber of Commerce, Philadelphia, Pennsylvania
 Chamber of Commerce, Pittsburgh, Pennsylvania
 Chamber of Commerce, Wilmington, Delaware
 Merchants and Manufacturers Association, Baltimore, Maryland
 Pennsylvania State Chamber of Commerce

Daylight Saving Discussed

Mr. Marshall welcomed the delegates and Mr. Mead briefly explained the purposes of the meeting. Mr. A. L. Filene, of the Boston Chamber of Commerce, was elected permanent Chairman, and Mr. Mead permanent Secretary, and a general discussion of daylight saving ensued.

Mr. Robert Garland, of Pittsburgh, made a vigorous speech, in which he told of the leading part taken by Pittsburgh in daylight saving and moved that the meeting go on record as favoring daylight saving not only for the Eastern Time Zone, but for each State and city in the zone. His motion was adopted.

Mr. Filene told of the experience in Massachusetts, where the arguments against daylight saving have been an-

alyzed and found to be largely without foundation.

Dr. Copeland's Speech

The principal speaker of the meeting was Dr. Royal S. Copeland, Health Commissioner of New York City, who spoke as follows:

"Mr. Chairman and Gentlemen: There has just retired from the executive office a very popular Governor, 'Al' Smith. Soon after he was elected he went down to Sing Sing, our State Prison, and after the Warden had shown him the institution, he asked him to speak to the inmates. Well, the Governor was embarrassed, he had never spoken to the inmates of State's prisons before, and he did not quite know how to begin; so finally he said: 'My fellow citizens.' (Laughter) Then he remembered that when one goes to Sing Sing he is a citizen no longer, so the Governor was more embarrassed, and said, 'My fellow convicts.' (Laughter) That didn't sound just right, so Al said, 'Well, anyhow, I am glad to see so many of you here.' (Laughter)

"I am glad to see so many of you here on this particular errand, because I think it is a matter of supreme importance at this moment that this Daylight Saving should be saved. You may think that I am going far afield when I begin my remarks by speaking about conditions in Europe, but I think I can very soon make you see that there is an important relationship between disease-smitten Europe and health conditions in America; and I am glad to see members of commercial bodies, because there are some matters relating to immigration which I think should be given consideration by this organization, and incidentally, I think the thing has a very important relationship to health.

Conditions in Europe

"I was sent abroad last summer to represent the City at two very important conferences. One was held in Brussels under the auspices of King Albert of the Belgians—a meeting of health officials from all over the world, called together to give consideration to means that might be taken to protect the rest of the world against diseases which are now rampant in Europe. And after this meeting was over, I visited the battlefields to see for myself the immediate effects of the war; and it is an amazing thing, unless you have been over those fields, you have no conception of the destruction which was

DEMAND DAYLIGHT SAVING IN WAR AGAINST DISEASE

wrought by the war. I am not going to speak of any of these features, except to bring out one or two points to show you what happened there, and then you will have a realization of why they are so stricken with disease.

Devastation Along the Aisne

"For instance, along the Aisne, there is a ridge north of that river about like the ridge between here and Tuxedo, and before the war there were a hundred great cities and towns on this ridge; and now, so utter is the destruction, that there is not one stone left on another in those communities, and you can ride through hour after hour by automobile and you never see a standing tree. Even the pavements have been shot out of the streets. If you had been born in one of those towns and lived there all your life, you could not find the place where you were born. And later, going from Vimy Ridge to Ypres—or 'Wipers,' as our boys call it, in Belgium—I came to a city that before the war had 200,000 inhabitants, and today there is not a piece of wall of a house standing as high as this (indicating about six feet), and not a single house in that town with a roof on.

"Now, these conditions, which we find all through that section, in the villages and towns and cities, are duplicated in Northern Italy and in the Balkan States and in Eastern Europe. Water supplies are contaminated, sewer systems obliterated, sanitary provisions wiped out, and all the conditions are there for the making of disease. These people are living in huts and in ruins and in caves, in the dugouts of the trenches, under conditions that make for disease, and disease is there.

Plagues of Typhus and Cholera

"In Russia and Lithuania and Galicia and Poland and Hungary and Roumania today, gentlemen, there are literally hundreds of thousands of cases of typhus fever. Typhus is so prevalent in Russia that half the doctors have died of it. In the Balkan States there are not seventy-five physicians left; they have died of typhus. In the Balkans there is one doctor for 150,000 of the population; that would mean in New York City forty doctors instead of 8,000 doctors, as we have here. There are many persons living in the Balkans a hundred miles from the nearest doctor; and in Poland, so bad is the typhus that a train will start out on a trip of five or six hours, and when it reaches its

destination there will be a dozen dead persons on that train, persons who have died of typhus. This disease in Europe is tremendously fatal; from 20 to 50 per cent of the affected persons die of the disease.

"And it is not alone typhus, but it is cholera. Cholera is raging in Asia, in many sections, and in the Eastern European sections there is cholera. I have not been very much disturbed about cholera; I thought we could safeguard against that; but I had a telegram a few days ago from the Health Commissioner of Texas telling me of three cases of cholera in Waco, Texas. Now, cholera is a disease which one may carry even though himself he may be immune. It is like typhoid fever in that respect. We have here in one of the hospitals of my department a notorious patient, 'Typhoid Mary.' Sixty cases of typhoid have been traced to her and twenty deaths. Now, that is the way it is with cholera; cholera is a disease which may be conveyed by a perfectly well person.

The Bubonic Plague

"Then, besides typhus and cholera, there is bubonic plague in every Southern Mediterranean port, from Egypt 'way over to Tunis. Gentlemen, I wonder if you know what bubonic plague is, and what it means, what it would mean to this community, or to any American community, what it would mean to our nation? Bubonic plague is the most fatal disease known to man. Out of every hundred patients with bubonic plague, ninety-eight die; you have got one chance in fifty of getting well if you get the bubonic plague. Now, that is the reason why I have been so insistent in this community about new construction along the water front that there should be concrete foundations, and every provision made against rats. The rat is one of the most destructive animals with which we have to deal. The economic loss to this nation from rats probably amounts to one hundred million dollars a year. One of the papers, the other day, said that the Health Commissioner of New York says there are six million rats in New York, but it didn't mention any names. (Laughter.) You could mention the name of any rat, and you would have an individual who ought to be taken out and killed. But bubonic plague is a menace.

"Then, besides that, in Southern Italy and in Greece and in Scotland they

have smallpox, and tuberculosis is practically epidemic throughout Europe.

The Spread of Tuberculosis

"There was a very absurd editorial in one of the New York City papers, commenting on what I had said in Albany on Daylight Saving about tuberculosis, saying that I said tuberculosis was spreading throughout this country. That is not true. I said that we had made a great fight against tuberculosis; last year, for instance, in this City we had the lowest death rate from tuberculosis we ever had. But you let the conditions continue that we have now, housing conditions, and so forth, and we will have tuberculosis here such as we never had it before, and then it will spread into the rural districts and wipe out large numbers of our population.

"Now, gentlemen, here is the situation, then; and I want to speak, just in passing, about this, because you gentlemen are interested in this, too. I have been saying ever since the Armistice that we would have typhus, we would have these diseases here; and I have said since my return from Europe that it would not be long before we have these diseases here. One day last week I got word that one of our inspectors of the Health Department had found two cases of typhus fever in the Long Island College Hospital in Brooklyn. Now, see how they got there: Here was a ship, the 'President Wilson,' which came from Trieste; here was a ship that came over; the ship doctor did not find the typhus. It went through Quarantine, it went over to Ellis Island, and then the officials found four cases of so-called pneumonia, which were put in this hospital; they got suspicious in the hospital, and sent for this expert from the Health Department, who found that not one of them had pneumonia, but two of them had typhus fever.

Immigrants Should Be Cleansed

"The warning about it is this: Every one of us who has the interests of this country at heart must insist that the United States Government delouse and cleanse every alien who comes into this country, and that his clothing and baggage shall be deloused and disinfected. (Applause.)

"When our boys came back from the war they were deloused and cleaned at camp over there; then when they got to the port of embarkation they were cleansed and deloused; and then when they came on this side, before they were

THE HOUSING SITUATION MAKES DAYLIGHT NECESSARY

permitted to mingle with the civil population, they were taken to camp—Camp Dix, or some other camp in this vicinity—and disrobed and bathed and shaved and soaked in kerosene, and their clothing boiled or baked, so that they were clean. Is there any reason why we should not require just as much of somebody who is escaping the economic conditions of Europe to come here to live? Is there any reason why we should impose any fewer restrictions regarding his cleanliness and the safety of the country than we imposed on our own boys when they came back from Europe?

Will Make Careful Examination

"I say, gentlemen, that this organization ought to put pressure immediately upon the Federal government to see to it that these people are clean before they come in here. Now, so far as I am concerned, as the temporary Health Commissioner of this community—I don't know whether I am still in office or not; I haven't seen the Mayor today—(laughter) but as the temporary Commissioner I am not going to permit a ship to tie up to the docks in this City unless I am convinced that the people aboard, from this time forward, are clean. If I have to keep every ship anchored out in the Bay until it rusts out and sinks, that is what I propose to do, because we cannot take any chance on bringing these diseases into our country.

The Housing Situation

"After I got through on the Continent I went over to London and attended the Inter-Allied Housing Conference; 600 delegates from twenty-nine countries talked about housing conditions. Gentlemen, let me say to you, I don't care what community you come from, we have a housing situation in America which is worse in many respects even than in the devastated areas on the other side. We have in this City 100,000 more families than we have houses; we have 100,000 families tucked in with other 100,000 families; we have twelve sleeping in three rooms, four sleeping in the kitchen every night; hundreds of families living in inside rooms without any windows or any ventilation; families living in houses where the roofs leak so the water goes through to the third floor below the roof. And we cannot dispossess them, because there is no better place to which they can go.

"Now, you may say, 'Thank God I

Occupation Statistics

Compiled from Table 10, Vol. IV, 1910
United States Census

Occupation	Total in All States	Total in Eastern Time Zone
Agriculture, Forestry and Animal Husbandry.....	12,659,203	4,682,925
Extraction of Minerals....	964,824	523,663
Mfg. and Merc. Industries..	10,658,881	6,555,928
Transportation	2,637,671	1,298,348
Trade	3,614,670	1,870,991
Public Service	459,291	248,651
Professional Service.....	1,668,569	815,475
Domestic and Personal Service	3,772,174	2,064,045
Clerical Occupations.....	1,737,053	1,010,870
Total all Occupations....	38,167,336	
Total in Eastern Zone..		19,066,895

live in a community where it is not as bad as it is in New York.' Let us see whether it is or not. At the request of Senator Calder and the Reconstruction Committee of the Senate, I called together all the Health Commissioners of this country in a meeting in Detroit, and we had reports, and it did not make any difference whether the Health Commissioner came from Philadelphia or Boston or from Pittsburgh or from Kansas City or from Minneapolis or San Francisco or Seattle or Detroit, the same story was told. We have these same housing conditions everywhere.

"The Health Commissioner from Philadelphia said that while they were not quite as bad off as they were in some communities, they were right up at the edge of a precipice, ready to drop over, by reason of the housing situation.

How Daylight Saving Helps

"Now, I have told you about disease in Europe, I have told you about the conditions under which we live. There never was a time when it was so important to raise the powers of resistance of the individual citizen as it is right now.

"We are menaced by diseases more terrible than we have ever had in this country. We are menaced by diseased conditions which are a peril, and indicate impending disaster.

"Now, what are we going to do about it? I think the first step is that during this Summer and next Summer, and several Summers, while disease is so rampant abroad, we must use every effort to see that these conditions do not reach us here. Any physician will tell you that the greatest disinfectant in the

world is sunlight. You can put the germs of dread tuberculosis in the sunlight, and they will die in six hours. Our grandmothers knew the story when they used to put the bedding out on the line to sun, and the farmer knows it when he puts the milk can out in the sun. Sunlight is the greatest disinfectant known. Man has not been able to devise any disinfectant equal to sunlight.

"Our people must be put in the sunlight—and I want to say to you that I am interested in this daylight saving, not because I want to play golf or have my rich friends play golf, or to have more time for yachting or recreation of that sort—I am interested in this problem because I want to see the mothers and the babies and the factory workers and the clerks, and those who are indoors of necessity—I want to see them go out into the sunlight for that extra hour. Do you realize that if you could have this daylight saving continued that that hour of daylight saving through the five or six months of the Summer is the equivalent of a two weeks' vacation? Count it up. It is the equivalent of a two weeks' vacation. You have actually the same number of hours of sunlight that you would have if you had two weeks without anything to do.

Voluntary Regulation of Hours

"I remember, with great interest, the discussion in Albany the other day, and the farmers saying that there are just so many hours of sunlight, anyway, and you can get up in the morning and you can have that hour if you don't have it in the evening; that God has made the sunshine so many hours, anyway. Well, you know perfectly well that human nature is such that people do not get up at that hour. Furthermore, we need those consecutive hours. I made a census recently in my own office to find out about my clerks. I have between three and four thousand employees in my department, and I made a census to find out how they felt. They said it meant so much to them that they could go home—many of them live in the suburbs, they have gardens, they have various forms of recreation, and they go out and accumulate health as a consequence. I say, gentlemen, that there isn't any measure that I know of which is more important to the public health, and more conservative, as regards good health, than this very thing.

"When you go back to your homes,

IMPRESSIVE FIGURES FROM EASTERN TIME ZONE

bear in mind that there are knocking at the doors of this country disease conditions such as we never had before, and every aid that can be given to Health Departments, that can be given to physicians in guarding against disease, must be given now as never before. You have conditions which are frightful to contemplate. If I had not seen these things with my own eyes, perhaps I would not feel as deeply as I do; but when I realize that disease might come in here that would take away five or ten millions of our people, put them in the cemetery instead of in their active work that they are engaged in now, to me it is a frightful prospect.

"I am not saying, of course, that one hour of daylight will relieve us of this thing, but I do say that if every citizen in this Eastern district would spend that hour every day in the sunlight the death roll would be materially decreased.

Work for Daylight Saving

"So, in the name of the public health, in the name of the babies and the mothers and of the clerks and of the mechanics and of the firemen and of the engineers, of all the people who are deprived, by reason of their occupation, of this opportunity to go into the sunlight—I say in the name of all those people—and I am sure I speak for them—I urge upon you to make every effort to give them that extra hour, in order that the public health may be conserved." (Applause.)

Why Daylight Saving Is Needed

Why the demand of employers and of industrial, commercial, professional and other workers in the Eastern Time Zone for the restoration of daylight saving time in the Eastern Time Zone should be complied with by Congress was summarized as follows during the discussion:

The total population of the United States, as shown by the 1920 census, is 105,683,108, of which 51,738,642, or practically one-half, are in the Eastern Time Zone.

The 1920 occupational statistics are not yet available, but those for 1910 show a total of 88,167,386 persons engaged in gainful occupations in the United States; 50 per cent, or 19,086,895, being so engaged in States within the Eastern Time Zone.

The total number of persons en-

gaged in agriculture, forestry and animal husbandry in States within the Eastern Time Zone is shown to be 4,682,925, of which not more than 80 per cent are occupied on purely agricultural work, whereas more than 14,000,000 of the 19,068,895 are wholly engaged in industrial, business, financial, professional and other pursuits, showing that about 19 per cent of the employed population in the Eastern Time Zone are doing agricultural work.

The 1920 Census of Farms shows a total of 6,449,998 farms in the United States, an increase of 88,496 over 1910, all of which increase is in States other than those in the Eastern Zone. While about one-third, or 2,249,608, of these farms are in the Eastern Time Zone, the 1920 census figures show that there are now 37,511 less farms in that zone than in 1910. The decrease in number of farms in the Northern States is shown to be 102,128, and that there is a gain of 64,617 in six of the Southern States, making the net decrease 37,511 in farms, and indicating either a reduction of the agricultural population through shifting to other pursuits or to other parts of the Union.

The census of manufactures for 1914 shows a total of 8,268,153 persons engaged in manufacturing industries alone, and that about two-thirds of these, or 5,540,728, were so employed in States within the Eastern Time Zone.

Eighty-one Per Cent for Daylight Saving

From the foregoing it is apparent that eighty-one per cent of the workers and employers in the Eastern Time Zone should be given the benefits and advantages accruing from the extra hour of daylight under the five months daylight saving plan proposed for the Eastern Time Zone.

Statistics of Income for 1918 show that the States in the Eastern Time Zone contributed 69.68 per cent of the total taxes paid on incomes in the United States.

On the theory that our Laws should be adapted to the welfare of the greatest number, Congress should at an early date pass an act restoring daylight saving time within the Eastern Time Zone.

Constitution Adopted

After some further discussion, a com-

mittee of seven, headed by the Hon. Marcus M. Marks, President of the National Daylight Saving Association, was appointed to draw up the framework of an organization.

The Committee, after deliberation, reported a constitution providing that the name of the organization should be the Eastern Time Zone Daylight Saving Association, and that each of the nineteen States of the Zone should have three members of a Board of Directors, one of the three to be a Vice-President of the Association. The object of the Association will be to agitate in favor of daylight saving from the last Sunday in April to the last Sunday in September, in the Eastern Time Zone.

The constitution was unanimously adopted, and a committee of three, consisting of Mr. Robert Garland of Pittsburgh, Mr. Clarence A. Cotton of the Chamber of Commerce of Providence, Rhode Island, and Mr. Mead, was appointed to select the first members of the Board of Directors.

Where They Stand

Members of the Legislature State Position on Daylight Saving

The following additional replies have been received from members of the Legislature regarding their attitude on daylight saving:

Assemblyman Frederick L. Hackenbush, Manhattan:

"I have your favor of January 28, and I thank you for giving me the benefit of your views. I will remember what you have to say when this matter comes up before the Assembly."

Vigorously Opposed to Repeal

Assemblyman William Lyman, The Bronx:

"Replying to your letter of the 28th ultimo, desire to state that I am vigorously opposed to the repeal of the Daylight Saving Law."

Assemblyman Peter A. Leininger, Queens:

"I am in receipt of your letter of January 28 and in reply wish to state that I am in favor of daylight saving, and will do all in my power to maintain it."

Assemblyman James J. Mullen, Brooklyn:

"Your letter opposing the repeal of the Daylight Saving Law received.

"Replying thereto, beg to say that I

WHERE THE LAWMAKERS STAND ON DAYLIGHT SAVING

am absolutely in harmony with your wishes, and will find me on record opposing such."

Will Work Against Repeal

Assemblyman Edward J. Walsh, The Bronx:

"Receipt is acknowledged of your communication concerning the proposed repeal of the Daylight Saving Law. I can assure you I will work against the repeal of any such beneficial measure. It has proved its worth and therefore should remain on the statute books of this State."

Assemblyman Frank R. Galgano, Manhattan:

"I have your favor of January 29th with reference to the Daylight Saving Bill, and to say that the same shall receive my earnest attention when it comes up before the Legislature."

Unalterably Opposed to Repeal

Assemblyman Nicholas M. Pette, Queens:

"I have your letter on the subject of the proposed repeal of Daylight Saving. I am unalterably opposed to such a repeal."

Assemblyman Nathan Lieberman, Manhattan:

"I received your letter with reference to Daylight Saving, and I assure you that I am fully in accord with the sentiments therein expressed, and shall do all in my power to keep this law on the statute books:

Assemblyman Edward J. Neary, Queens:

"I am for Daylight Saving and shall do all I can to continue the law in this State."

Against Repeal of the Law

Assemblyman Robert B. Wallace, Manhattan:

"Replying to your letter of January 28th, will say that I am opposed to the repeal of the Daylight Saving Law, and will so vote."

Assemblyman Mario G. DiPirro, Manhattan:

"I am in receipt of yours of the 28th ultimo in reference to the Daylight Saving Law.

"Permit me to say that I am entirely in accord with your views on the subject and when the bill comes up for consideration I shall give same my earnest attention."

Assemblyman W. F. Clayton, Brooklyn:

"Yours of January 28th regarding the Daylight Saving Law received.

"In reply, permit me to assure you that I am heartily in favor of this law for the whole State, but in no case would I favor a repeal as far as New York City is concerned."

Favors State Daylight Law

Assemblyman John O. Gempler, Brooklyn:

"You can rest assured that I will do all in my power to have this Daylight Saving Law remain on our Statute Books. I believe it has proven a beneficial law throughout the entire State. My stand last year was the retention of the law and I am of the same opinion this year."

Mr. Frerich Will Consider

Assemblyman Ernest V. Frerich, Richmond.

"This is to acknowledge receipt of your letter in reference to the Daylight Saving Law.

"I beg to state that the Daylight Saving Law has not yet been reported out of committee and will give same careful consideration."

Assemblyman James G. Moore, Brooklyn:

"The sentiment of the people of the City in favor of retaining the Daylight Saving Law is so overwhelming as to amount to a demand, and I shall be guided accordingly."

Three More Against Repeal

Assemblyman Thomas F. Burchill, Manhattan:

"Last year I was in favor of the Daylight Saving Law and I am against the repeal of it at this time."

Assemblyman Morris D. Reiss, Manhattan:

"Replying to your favor of the 28th ultimo, I wish to inform you that I am in favor of retaining the Daylight Saving Law."

Miss Smith for Daylight

Miss Marguerite L. Smith, Manhattan:

"In response to your letter concerning daylight saving, I wish to state that I stand as I did last year against the repeal of daylight saving, and I highly favor Mr. Booth's bill introduced this year."

Senator Peter J. McGarry, Third District, Brooklyn:

"I have your telegram of recent date in re daylight saving law and in reply wish to advise you that I voted for this measure last session and same will receive my serious consideration this year."

Assemblyman M. J. Reilly, Brooklyn:

"Take great pleasure in writing to you in reference to repeal of daylight saving. I want to state to you that I am heartily in favor of daylight saving and will do all in my power to defeat the repeal."

Assemblyman Charles D. Donohue, Leader of the Minority, Manhattan:

"In reply to your recent communication relative to the Daylight Saving Law, I beg to advise you that I will do all in my power to retain the beneficial provisions of this law.

"If we cannot keep the present law I will do all in my power to secure the adoption of the bill by Mr. Booth, providing that the daylight saving shall begin at 2 A. M. on the last Sunday in April and continue until the last Sunday in September, instead of October."

Legislative Lists

Names and Maps of Districts Are Now Available

The Merchants' Association has prepared a list of the Senators and Assemblymen from the five Counties included in New York City, together with maps of each County giving the legislative districts.

This list will greatly aid business men in writing to their representatives in the Legislature with regard to daylight saving or other matters. Copies are now available for distribution.

WHY?

The Evening World

Why are the various "daylight-saving" bills introduced at Albany referred to the Committee on Agriculture?

"Daylight saving" is a matter of importance to all the people of the State. Just how important it is, we shall not realize until we are forced to go back to short evenings and a long dark period before bedtime.

Some of the people of New York oppose daylight saving. More favor it. But when a bill affecting all the people is introduced, it goes to a committee of the minority. It goes to a committee packed against the measure.

Is there any explanation of such a procedure except in the political incoherence of New York City and the political ineptness of the city's representatives?

Poll Shows City Workers Favor Daylight Saving

Response Made to the Request of The Merchants' Association for a Test of Sentiment Gives 267,379 Votes for Daylight Saving and 12,597 Against the Extra Daylight Hour During the Five Summer Months—Returns by the Poll

In order to ascertain the sentiment of the workers of New York City with regard to daylight saving, The Merchants' Association, on January 27, sent to employers in the City the following circular letter:

To the Business Men of the City of New York:

Gentlemen:

Unless it is clearly shown that public sentiment strongly favors the present Daylight Saving Law, its repeal is likely.

The farmers demand such repeal, which has been pledged by some leaders of the majority party without ascertainment of the views of City dwellers who comprise 86 per cent of the State's population.

We wish to impress upon the Legislature the extent and strength of this City's demand for Daylight Saving. To that end we request you to canvass your employees to learn their views and transmit upon the enclosed form the result of such canvass to Hon. D. P. Witter, Chairman, Assembly Committee on Agriculture, Albany, New York. Also please return the duplicate to this office for our information and for use in the hearing before the Committee.

To be effective your communication to Chairman Witter must be mailed not later than Monday, January 31st.

The letter was signed by President William Fellowes Morgan for The Merchants' Association and in it was enclosed the following blank:

New York, January 1921.

Hon. Daniel P. Witter, Chairman,
Assembly Committee on Agriculture,
Albany, New York.

Dear Sir:

At the request of The Merchants' Association of New York we have asked our employees to express their views as to daylight saving.

The result of the canvass was as follows:

Number of Employees Voting	.....
" in Favor of Daylight Saving	.....
" Opposed to " "	.....

Name .....	.....
Address .....	.....
Business .....	.....

A duplicate of this blank to be forwarded to The Merchants' Association was also enclosed in this letter.

The detailed results of this poll will be printed in "Greater New York" in instalments week by week.

The Association has received duplicates, duly filled in with the vote taken in each establishment, from the following employers:

Name and Address	Business	No. of Em- ployees in Voting Favor	No. in Op- posed
The Merchants' Association of New York, 233 Broadway	Commercial Organization.	87	87
Henry Birn & Son, 197 Grand St.	Wholesale China, Glass-ware and Hotel Supplies	9	9
Power & Allan, Inc., 26 West 43rd St.	Diamonds	1	1
A. L. Jones & Co., Inc., 44 Beaver St.	Exporters and Importers	15	15
R. Martens & Co., Inc., 7 Hanover St.	Steamship Agents, etc....	8	8
R. A. Corroon & Co., 68 William St.	Insurance Brokers and Adjusters	128	128
Goldsmith & Block, 198 Front St.	Leaf Tobacco	6	6
Cobb & Jenkins, 23 West 46th St.	Woolen Importers	6	6

Name and Address	Business	No. of Em- ployees in Voting Favor	No. in Op- posed
Chas. Friedenberg, Inc., 17 State St.	Custom House Brokers and Forwarders	12	12
Hope Webbing Co., Inc., 381 Fourth Ave.	Narrow Fabric Manufacturers	7	7
Bernard-Greenwood Co., Desbrosses and Greenwich Sts.	Wrought Pipe, Fittings and Valves	21	21
Galban & Co., Inc., 83 Beaver St.	Exporters	12	12
Hagemeyer Trading Co., Inc., 17 Battery Pl.	Exporters and Importers.	49	49
Pass & Seymour, Inc., 66 W. Broadway....	Electric Sockets	5	5
Warden Brothers, 61 Broadway	Merchants	2	2
Columbian Rope Co., 31 Burling Slip	Cordage and Twine....	24	24
Amerman & Patterson, Inc., 8 Bridge St. ....	.....	24	24
F. S. Buffum Company, Inc., 29 Pearl St.	Exporters and Importers.	20	20
B. Frankfeld & Co., 211 Produce Exchange...	Import and Export.....	10	10
Herbert F. L. Funke Co., Inc., 116 Broad St.	Export and Import.....	6	6
The Hayes-Bartlett Co., Inc., 298 Broadway..	Leather and Book Bind-ers' Supplies	18	18
Allan & Gray, 54 Beekman St.	Cardboard and Fine Paper	21	20
H. Herrmann Furniture Co., 368 Broome St..	Wholesale Furniture	31	31
The Spool Cotton Co., 215 Fourth Ave....	Spool Cotton	146	137
Newark Paraffine and Parchment Paper Co., 90 West St.	Waxed Paper	3	3
World Wide Trading Co., 212 Fulton St..	Export and Import.....	22	22
S. W. Dunning, 132 Nassau St.	Paper Manufacturers	12	12
Premier Shipping Co., Inc., 32 Broadway...	Freight Broker	12	12
Kensbey - Simmonds, Inc., 27 William St..	Insurance Brokers	11	11
Willlich & Co., 15 William St. ....	.....	7	7
John A. Eckert Co., 55 John St.	Insurance Brokers	50	50
L. Ollendorff Co., 15 Maiden Lane	Watches	20	20
York Mercantile Co., Inc., 15 Park Row...	Export and Import Bro-kers	9	9
W. W. Roycroft & Co., 66 Leonard St.	Textile Merchants	15	15
Jacques Kahn, Inc., 531 W. 37th St.	Mirror Mfg.	120	120
Isler & Guye, 568 Broad-way .....	.....	20	20
Albert Oehse Co., 115 Christopher St.	Importers and Exporters.	10	9
Bulkeley Dunton & Co., 75 Duane St.	Paper and Pulp.....	20	17
Phoenix Silk Mfg. Co., 334 Fourth Ave....	Silk Manufacturers	51	51
Selena Mfg. Co., Inc., 9 West 20th St.	Cotton Converters and Jobbers	10	10
Winsor & Newton, Inc., 31 East 17th St.	Importers of Artists Col-ors and Materials.....	9	9
Hydeman & Lassner, 105 Fifth Ave.	Manufacturers and Im-porters	49	28
Edwin Wasser, Inc., 104 Fifth Ave.	Cotton Goods	5	5
Arthur G. Meyer & Co., 25 Madison Ave....	Woolen and Worsted Mfr.'s Agents	19	19
Hockanum Assn., 364 Fourth Ave.	Woolens and Worsteds.	22	22

NEW YORK CITY'S WAGE EARNERS DEMAND DAYLIGHT

Name and Address	Business	No. of Em- ployees Voting	No. in Favor	No. Op- posed
Imperial Thread Co., 18 West 18th St.....	Yarns and Threads.....	14	12	2
Brenner Bros., 29 W. 29th St.	Furs	13	13	..
H. Richter's Sons, 627 Broadway,	Mfrs. Men's Neckwear...	65	65	..
Maurice Levy, 120 W. 41st St.	Impts. and Mfrs. Toilet Prep. and Goods.....	65	65	..
Maynard Miller Co., Inc., 134 W. 29th St.	Furriers Mfg.	49	47	2
Bossak & Co., 130 W. 26th St.	Mfg. Furriers	10	10	..
Persian Rug Mfy., 2 W. 45th St.	Special Rugs	12	8	4
Japanese Fan Co., 141 Fifth Ave.	Importers	10	10	..
Fifth Ave. Letter Shop, Inc., 16 W. 23rd St..	Addressing, Mailing, etc.	50	50	..
Textile Banking Co., Inc., 50 Union Square	Factors ..	95	95	..
Chas. M. Higgins & Co., 271 9th St., Bklyn...	Inks and Adhesives....	41	26	4
Hudson Trust Co., 1411 Broadway	Banking	42	38	4
Sturzenegger & Tanner, 105 Fifth Ave.....	Lace Curtains	12	12	..
Salembier & Villate, 404 Fourth Ave.	Raw Silk Importers....	18	18	..
Albert Lorsch & Co., Inc., 27 Maiden Lane.	Importers and Cutters of precious stones	40	40	..
The Fiberloid Corp., 55 Fifth Ave.	Fiberloid Material and ar- ticles therefrom	31	31	..
N. Y. Forwarding Co., Inc., 15 Whitehall St.	Forwarders	8	8	..
Hensel, Bruckmann & Lorbacher, Inc., 29 Broadway	Forwarders	25	25	..
Pope Metals Co., Inc., 90 West St.....	.....	20	20	..
The Jas. J. Matchett Co., S. 4th and Wythe Ave., Bklyn.	Mfg. Confectioners	150	150	..
Stevens & Co., 375 Broadway	Automobile and Cycle Equipment	30	30	..
Cresca Company, Inc., 349 Greenwich St....	Importing Grocers	42	42	..
H. M. Elish & Co., 47 Great Jones St....	Paper	6	6	..
B. F. Keith's N. Y. Theatres Co., 1564 Broadway	Theatrical	18	18	..
Kurstelner & Co., 11 Broadway	Fish, Salt	3	3	..
Eugene Dietzgen Co., Inc., 218 E. 23rd St..	Mfrs. of Drawing Instru- ments and Engineering Supplies	51	49	2
J. A. Blum & Son, 19 E. 24th St.....	Silk Converters and But- ton Manufacturers	34	34	..
Max Hyman & Co., 15 Washington Place....	Silks and Woolens.....	9	9	..
Fisher & Kennedy, 257 Fourth Ave.	Woolens	8	8	..
Codington Co., 1487 Broadway	Restaurants	84	84	..
Manufacturing Jewelers Export Co., Inc., 54 Maiden Lane	Exporters	13	13	..
Frank V. Marne, 70 W. 22nd St.	Importer Men's Furnish- ing Goods	5	5	..
Trumbull Steel Co., Grand Central Ter...	Steel Manufacturers.....	7	7	..
Realty Associates, 162 Remsen St., Bklyn...	Real Estate ..	71	66	5
First National Bank, Brooklyn .....	.....	63	63	..
Pharma-Chemical Corp., 233 Broadway	Manufacturing Chemists.	8	8	..
Stanley Jordan & Co., Inc., 93 Water St....	Importers and Exporters.	12	12	..
M. P. & S. Trabulsi, 475 Broadway	Manufacturers	24	24	..
George Schmitt & Co., Inc., 253 Maujer St., Bklyn.	Lithographers	125	120	5

Name and Address	Business	No. of Em- ployees Voting	No. in Favor	No. Op- posed
C. Tennant Sons & Co. of N. Y., 19 W. 44th St.	Exporters and Importers.	18	14	4
Frank & Lambert, Inc., 115 Wooster St.....	Mfrs. Funeral Goods....	123	123	..
The Holyoke Co., 621 Broadway	Millinery Supplies	18	18	..
E. L. Kohlberg & Son, 144 Water St.....	Leaf Tobacco Dealers	8	8	..
Thomas & Company, 410 Willoughby Ave., Bklyn.	Shoe Manufacturers.....	58	51	7
E. J. Keller Co., Inc., 200 Fifth Ave.....	Merchants	22	22	..
Garfield National Bank, 200 Fifth Ave.....	Banking	59	52	8
Harrison Granite Co., 200 Fifth Ave.....	.....	11	11	..
Saxon & Co., 174 Du- ane St.	Wh. Butter and Eggs....	22	21	1
B. Frank & Sons, 40 Spruce St.	Farmers	7	7	..
Alphonse Well & Bros., 115 Fulton St.....	Hides, Skins, etc.....	15	15	..
Breed, Abbott & Mor- gan, 32 Liberty St....	Lawyers	55	52	3
Morris, Russell & Co., Inc., 44 Whitehall St.	Exporters	12	10	2
O. J. Maigne Company, 353 Pearl St.....	Printers' Roller Mfrs....	51	50	1
El Comercio Pub. Corp., 114 Liberty St.....	Publishers	26	26	..
Fuller-Lehigh Co., 50 Church St., Suite 2077	Machinery	7	7	..
Lehigh Coal & Naviga- tion Co., 143 Liberty St.	Coal	50	50	..
Habicht & Co., Hudson and Laight Sts.....	Exporters and Importers.	98	98	..
Strohmeyer & Arpe Co., 189 Franklin St....	.....	70	70	..
John Heathcoat & Co., 73 Fifth Ave.....	Lace Manufacturers	15	15	..
Worumbo Company, 234 Fourth Ave.	Wholesale Woolens	22	22	..
Hanff-Metzger, Inc., 95 Madison Ave.	Advertising	54	54	..
Froment & Co., 150 Bank St.	Steel Merchants	32	32	..
Andrew Baxter, Pres., Federal Comp. and Paint Co., Inc., 17 Battery Place	Marine Paint Mfrs.....	40	40	..
The France and New York Medicine Co., 388 Broadway	Wholesale Druggists	60	55	5
Messrs. J. A. Finn & Co., 31 Madison Ave..	Merchants dealing in Silk- Cotton Shirtings	12	12	..
Henry L. Hughes Co., Inc., 116 E. 16th St..	.....	8	8	..
Hasman Trucking Co., 30 Front St.....	Truckmen	18	18	..
W. Bianchi & Co., 230 Fifth Ave.	Woolens	24	24	..
P. Prybil Machine Co., Inc., 520 W. 41st St.	Manufacturers Machinery.	82	79	3
The Wheatena Co., 105 Worth St.	Cereals	53	46	7
Pomeroy Company, 16 E. 42nd St.....	Surgical Appliances	24	23	1
I. Sekine Co., Inc., 114 E. 16th St.....	Import and Export.....	15	15	..
Brander & Curry, Inc., 30 E. 42nd St.....	Cotton Gds. Comm. Mer- chants	21	21	..
The Winton Company, 2040 Broadway	Automobiles	35	30	5
Edward Boote, 35 W. 23rd St.	Importer of China.....	7	7	..
The Powers Regulator Co., 101 Park Ave...	Automatic Temperature Control	35	35	..
Arthur W. Hahn, 1 Dominick St.	Brush Manufacturer	30	30	..
George Batten Co., Inc., 381 Fourth Ave.....	National Advertising	245	244	1

CITY INDUSTRIES ARE FIRM FOR EXTRA DAYLIGHT HOUR

Name and Address	Business	No. of Em- ployees in Voting	No. in Op- posed	No. in Favor
The Roessler & Ham- macher Chemical Co., 709 Sixth Ave.....	Chemical Manufacturers..	120	115	5
Feldstein Bros. & Co., 437 Broadway	Hats and Caps.....	8	8	..
The Peters Cartridge Co., 60 Warren St....	Ammunition Mfrs.	14	14	..
John W. Day & Co., 260 Church St.	Mfrs. Selling Agents (Un- derwear and sweaters.	5	5	..
Walton N. Moore, D. G. Co., 350 Broadway....	Purchasing Office	3	3	..
Highland Mfg. Co., 395 Broadway	Sales Office	4	4	..
Jed Frye Co., 100 Hud- son St.	Wholesale Jobbing and Commission	9	8	1
M. J. & H. J. Meyer Co., 182 Franklin St.....	Importers	11	11	..
Sidney B. Whitlock, 356 Broadway	Glass Manufacturer	11	11	..
The Melshosha Co., Ltd., 51 E. 42nd St.....	Exporters and Importers.	6	6	..
Manufacturers' Paper Co., 30 E. 42nd St....	Paper	26	24	2
Peck & Co., 45 Wall St.	Investment Securities....	7	6	1
Coy, Hunt & Co., 392 Lafayette St.....	Paper Merchant	52	52	..
Blake & Decker, Inc., 501 Fifth Ave.....	Paper Merchant	7	7	..
Freudenheim Bros. & Lavy, 170 Broadway.	..	6	6	..
Julian W. Lyon & Co., Inc., 35 Fulton St....	Commission Merchants...	9	9	..
B. Ferrer & Co., 55 Lib- erty St.	Export	5	5	..
The Pure Oil Co., 74 Broadway .....	..	15	13	2
Messrs. Frame, Leay- craft & Co., 64 Wall St.	Merchants	17	14	3
Darragh, Small & Co., Ltd., 177 Water St....	..	8	8	..
Long Island Foundry Co., Inc., 11th and 12th Sts., L. I. C....	Iron Foundry	70	63	7
Max Cohen, Inc., 105 Madison Ave.	Dress Manufacturers	357	357	..
L. Plant & Co., 432 E. 23rd St.	Lighting Fixtures	62	60	2
J. H. Lane & Co., 334 Fourth Ave.	Mill Agents and Comm. Mer. in cotton goods...	47	45	2
Eugene C. Lewis Co., 461 8th Ave.	Bookbinders	111	103	8
Oelrichs & Company, 11 Broadway	Merchants	21	21	..
Meeker & Company, 143 Liberty St.	Coal	6	6	..
Seral Trading Corp., 110 William St.	Importers and Exporters	3	3	..
William Jessop & Sons, Inc., 31 John St.....	Steel Merchants	20	20	..
William S. Gray & Co., 30 Maiden Lane....	Chemicals	19	19	..
Henry E. Oppenheimer & Co., 1 Maiden Lane	Diamond Importers	8	8	..
Glechrist, Bliss & Co., 120 Broadway	Brokers (Stock)	17	17	..
Endicott, Johnson Corp., 55 Hudson St.....	Shoe Manufacturers	116	116	..
F. Abbott Ingalls & Co., 71 Worth St.	Dry Goods Comm.....	10	10	..
Poirier & Lindeman Co., 373 South Ave.....	Importers	27	27	..
Elias Bach & Son, 130 Water St. ....	..	8	8	..
Benedict & Warner, 18 Maiden Lane	Imps. of Precious Stones.	17	17	..
Lucey Mfg. Corp., 233 Broadway	Oil, Gas and Water Well Supplies	45	45	..
Miller, Tompkins & Co., 485 Washington St..	Mfrs. Paper Sacks.....	50	50	..
F. W. Frost & Co., Inc., 60 Wall St.....	Importers and Exporters	11	11	..
James R. Barrie, 317 Broadway	Publisher	9	9	..
Name and Address	Business	No. of Em- ployees in Voting	No. in Op- posed	No. in Favor
Black & Boyd Mfg. Co., 17 E. 47th St.....	Mfrs. Lighting Fixtures.	17	17	..
Chas. Chipman's Sons Co., Inc., 349 E'way..	..	30	30	..
Birds Helgers Ironsides, Inc., 349 Broadway..	Importers	12	12	..
Southern Rice Sales Co., 120 Hudson St.....	Rice	18	18	..
W. B. Conrad & Co., 47 White St.	Cotton Converters	102	100	2
Charles Hellmuth, Inc., 154 W. 18th St.....	Ink Manufacturers	52	47	5
Frederick Southack & Alwyn Ball, Jr., 11 Broadway .....	..	30	30	..
G. E. Knoeppel & Co., Inc., 52 Vanderbilt Ave.	Industrial Engineers	27	24	3
Hara & Company, 443 Fourth Ave.	Raw Silk	33	33	..
Parsons & Pettit, 63 Beaver St.	Merchandise Brokers	8	8	..
Laird Linen Corporation, 114 Franklin St.....	Linen Importers	3	3	..
Blake, Moffitt & Towne, 200 Fifth Ave.....	Paper	2	2	..
R. Wallace & Sons Mfg. Co., 411 Fifth Ave...	Silversmiths	20	19	1
L. C. Chase & Co., 315 Fourth Ave.	Plush Manufacturers....	5	5	..
Edwin Flower, Inc., 216 William St.	Electrotypers	65	65	..
Bronx Co., 177th St. and Bronx River	Finishers of Cotton Goods in the Piece.....	162	145	17
Max Ams, Inc., 372 Greenwich St.	Preserve Manufacturing..	25	25	..
Hadden & Co., 25 Mad- ison Ave. ....	..	7	7	..
Phoenix Carpet Co., Inc., 18 E. 18th St.....	Carpets and Rugs.....	8	8	..
Liggett & Myers Tobac- co Co., 212 Fifth Ave.	Mfrs. Tobacco and Cigar- ettes	112	104	8
Smith-Elsemann Corp. of America, 217 E'way..	International Merchants and Engineers	19	19	..
Expanded Metal Engi- neering Co., 8 W. 40th St.	Mfrs' Agents, Metal.....	7	7	..
Republic Bag Co., Inc., Avenue U and E. 56th St., B'klyn	Mfg. of Paper Bags.....	125	125	..
A. B. Farquhar Co., Ltd., Cotton Exchange Bldg.	Exporting Agri. Imps. and Machinery	3	3	..
Columbia Overseas Corp., 50 Union Square....	..	14	14	..
L. B. Simonds & Co., 15th St., Hoboken, N.J.	Mfrs. Milly. Braids.....	150	150	..
Maguire & Co., Inc., 231 Broadway	Cotton Goods	15	14	1
D. S. Walton & Co., 132 Franklin St.	Paper, Paper Bags.....	89	80	9
Butler & Kelley Co., 26 Beekman St.	Mfrs. of Fancy Cards....	25	25	..
Lasher & Lathrop, Inc., 29 Lafayette St.....	Wholesale Paper	70	69	1
H. Knickerbacker & Co., 25 Broad St.....	..	9	9	..
W. E. Hutton & Co., 60 Broadway	Brokerage (Stock).....	26	26	..
Turtle Bros., 39 White St. ....	..	15	15	..
Wilson D. Trueblood, Inc., 320 Broadway..	Cotton Duck	25	25	..
B. F. Bailey & Co., 10 Thomas St.	Commission Merchant....	32	29	3
H. W. Johns - Manville Co., Inc., Madison Ave. and 41st St....	Asbestos, Magnesia, Roof- ings, Packings, Electri- cal Products	526	526	..
Metropolitan Trust Co., 60 Wall St.....	Banking	162	160	2
Vulcan Steel Prod. Co., 136 Liberty St.....	Exp. & Imp.....	18	17	1
Hogan & Son, 373 Pearl St.	Steel Jobbers	14	14	..
Hance Bros. Co., 82 Bloomfield St.....	Com. Merchants, Poultry, Calves and Pork.....	7	7	..
McHutchison & Co., 95 Chambers St.....	..	12	12	..

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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WHY LOCAL OPTION IN DAYLIGHT SAVING IS OBJECTIONABLE

Reports emanating from Albany indicate that the enemies of daylight saving in the Legislature propose to "compromise" with the advocates of daylight saving by repealing the daylight saving law and giving each locality in the State the right to choose its own course with regard to daylight saving.

This plan would not be a "compromise" in any respect. It would be extremely objectionable to the friends of daylight saving because it would create unbearable confusion. One of the principal complaints made against the present Statewide daylight saving law is that the railroads refused to obey it and thereby brought about confusion of schedules, which proved annoying and confusing to travelers. How much worse would be the confusion if clocks and watches changed a half dozen times between New York City and Buffalo!

To propose local option in daylight saving without giving a hearing upon it would be highly unfair. No such bill was before the Committee on Agriculture of the Legislature when the hearing was given week before last and the representatives of commercial organizations who discussed the matter were not invited to express an opinion upon it. Certainly no action should be taken by the Legislature until ample opportunity has been given for discussion of the plan. It is so different from the arrangements contemplated in either the repeal bill or the five months' daylight saving bill, which were under consideration, that opportunity should be afforded for the expression of views upon it as a new proposal.

Instead of local option in daylight saving, The Merchants' Association and the scores of other commercial organizations which have joined it in asking for daylight saving proposed, first, Statewide daylight saving from the last Sunday in April to the last Sunday in September, and, second, the adoption of daylight saving during these same five months over the whole area of the Eastern Time Zone, which extends from

the Atlantic Coast as far west as Cleveland.

An enormous majority of the inhabitants of this zone want daylight saving. They are entitled to have it and eventually they will get it. To attempt to introduce daylight saving by townships and municipalities throughout the State would be a backward step that would satisfy few.

DAYLIGHT SAVING FOR THE EAST- ERN TIME ZONE

The meeting called by the chief commercial organizations of the leading cities in the Eastern Time Zone last Wednesday was productive of excellent results. An association was formed which will include each of the nineteen States in the Eastern Zone for the purpose of carrying on an active campaign on behalf of five months daylight saving in the zone.

It was hoped originally that action might be obtained during the present session of Congress, but the situation in Washington makes it unwise to expect that legislation can be obtained before the present Congress goes out of existence on March 3.

An active discussion of daylight saving and of the best methods of attaining it was carried on by the seventy delegates from commercial organizations who attended the meeting.

An important truth was brought out during this discussion, and this was that the enemies of daylight saving, although in a decided minority, have had their way because they were organized and because they were willing to take the trouble to make their wishes known, whereas the advocates of daylight saving have been unorganized and have not sought to bring pressure to bear upon their representatives in Congress or in their several State Legislatures to get what they want. The Eastern Time Zone Daylight Saving Association will endeavor to remedy this fault.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Governor Miller's Transit Plan Wins Approval

The Merchants' Association Endorses His Proposals for Dealing With the Problem Excepting the Suggestion of City Ownership, on Which Opinion Is Reserved—Action is Taken by the Directors Upon Recommendation of Association's Utilities Committee

Strong support for Governor Miller's transit plan for New York City was given by The Merchants' Association at a meeting of its Board of Directors held last Thursday, when a report made by The Association's Committee on Public Utilities and Law was carefully considered and unanimously adopted.

Members of the Committee

Governor Miller's message was referred to the Committee as soon as copies of it could be obtained from Albany. The members of the Committee are as follows:

Mr. James Gilbert White, President of J. G. White and Company, Incorporated, Chairman.

Mr. Edward C. Blum, of Abraham and Straus.

Mr. Gerhard M. Dahl, Vice-President of the Chase National Bank.

Mr. John C. Eames, of the Imbrie Company.

Mr. F. F. Fitzpatrick, President of the Railway Steel-Spring Company.

Mr. Ernest J. Hanford.

Mr. Francis H. Sisson, Vice-President of the Guaranty Trust Company of New York.

Mr. Jesse I. Straus, of R. H. Macy and Company.

The Report Adopted

The Committee held several sessions and considered the situation with great care before reaching a conclusion. Its report reads as follows:

"Your Committee on Public Utilities has given consideration to the recent recommendations made by Governor Miller in relation to the transit problem of Greater New York, and submits herewith its approval of the policy he has outlined as a solution in a message to the Legislature dated January 24.

Service Deteriorating

"As a matter of common knowledge, your Committee regards the present traction facilities in Greater New York entirely inadequate for the public's reasonable needs. The condition is steadily growing worse. Structures and equipment are deteriorating, partly due to a normal desire to avoid increasing operating deficits already large. Many op-

erating properties are already in receiver's hands, and others must inevitably follow unless relief is afforded at an early date. On some lines service has been abandoned; on others it has been curtailed. Complete collapse must soon ensue unless some constructive plan for rehabilitation is speedily devised and carried out. In the event of such collapse and the general disintegration of the present combined systems, embracing some thirty-five separate constituent properties, traction conditions must inevitably become far worse than at present, and for a long series of years the people of this City may be subjected to a condition of traffic inefficiency and inadequacy far beyond any they have ever known.

The City's Investment

"The City has already invested approximately \$250,000,000 in subways, on which it is receiving no interest return. The interest on this large sum must be paid from taxes. Additional subways needed to meet the growing population of the City are estimated to cost about \$350,000,000, and their equipment about \$200,000,000 more, or a total of \$550,000,000. As the City has practically reached its debt limit, and is not receiving any return on its large subway investment, it is practically unable to borrow to finance new subways. Private capital cannot be induced to provide these additional facilities because of the huge losses investors have suffered in securities of existing traction companies, and the lack of any assurance of either safety or return in the future.

Present Facilities Should Be Preserved

"Considering the entire problem broadly, we regard it as of the utmost importance that present traction facilities should be preserved and utilized in the most efficient possible way. Such efficient use requires that the entire situation be studied as one great problem to be solved in such way as will best meet the transportation needs of the City. To secure maximum efficiency may require the complete unification, at least in operation, of all the various traction systems. This would permit surface lines to be operated as subsidi-

aries of and feeders to main trunk subway lines, and each mile of track, whether surface, elevated or subway, to be used to the best advantage.

Adequate Authority Is Lacking

"No local authority capable of dealing with the situation now exists. During recent years there has been much criticism of existing traction facilities and of their operating organizations, but no constructive plan has been offered which would solve this vitally important problem. The only efforts apparent on behalf of the public authorities have been those of criticism and destruction. The population of the City has been agitated continuously by constant reiteration of charges concerning inflation of capitalization, of excessive dividend guarantees and rental charges, but reiteration of these charges does not better conditions nor in any way provide for the future transportation needs of our constantly growing population.

Concentration Necessary

"Your Committee agrees with Governor Miller that New York's traction problem can be dealt with effectively only by concentrating its control in the hands of a single authority having plenary powers, save only as to the city's rights as to routes and pledges of its credit.

"We further concur in his view that the transit system of New York City should be completely unified as a means for providing the maximum efficiency and adequacy of service at the lowest possible cost. The Governor further expresses the opinion that such a system must ultimately be municipally owned. While this may be necessary there are grave objections to it which have hitherto led The Association to oppose municipal ownership of public utilities.

Recommendations Adopted

"The Association has hitherto carefully studied results of municipal operation and concluded that such operation has generally been found inefficient and highly wasteful. The basis of this conclusion has been covered in two previous reports. Everything considered, your Committee makes the following recommendations:

GOVERNOR MILLER'S PLAN FOR TRANSIT ENDORSED

"First—That The Merchants' Association approve and support Governor Miller's recommendation for the creation of a Transit Commission having exclusive and adequate plenary powers save as to the city's rights as to routes and pledges of its credit. Appointments to membership upon this commission should, in our judgment, be confined to residents of New York City, with adequate knowledge of the situation to assure intelligent judgment and such high standing as will assure public confidence in their findings. They should, moreover, be men free from any suggestion of political or other bias, whose sole consideration in the working out of this problem will be the public interest. We assume that in the event of the appointment of such a commission, prior to any action there will be comprehensive study of the present confusion of issues from which a basis of fact can be established as a necessary preliminary to agreement upon any policy.

"Second—The Merchants' Association at present refrains from expressing its opinion as to the necessity of the ultimate municipal ownership of the traction properties in Greater New York, but reiterates its previously expressed opposition to municipal operation under any and all conditions.

"Third—The Merchants' Association concurs in Governor Miller's views as to the importance of the duties of a Public Service Commission; that it should be elevated to the dignity and standing of a high Court; that its members should be appointed for terms approximating those of the Judges of the Supreme Court of the State of New York, and that its great functions are quasi-judicial.

"Fourth—The Merchants' Association approves Governor Miller's recommendation that jurisdiction over all utility properties in the State of New York except traction properties in New York City, should be transferred to the present Commission for the Second District, which should have full jurisdiction to regulate the service and prescribe the standards of quality and rates to be charged for service.

"Fifth—The Merchants' Association also approves Governor Miller's suggestion that the eight divisions of the present Public Service Commission for the Second District should be under the general supervision of an experienced administrator, who will see that the divisions are properly correlated, their work efficiently done, duplication of effort eliminated and the Commission's work carried out economically and with a minimum number of employees."

TRAFFIC WORK

Many Requests for Assistance Satisfied in January by the Traffic Bureau

The Traffic Bureau of The Merchants' Association, during January, disposed of requests for assistance for members of The Association as follows:

Matters pending December 31....	23
New matters received during January	126

Total.....	149
Matters completed during January.	121
Matters pending January 31.....	28

Total.....	149
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These requests covered a wide variety of traffic matters such as claims, liability of carriers, deliveries to carriers, railroad and steamship service, delivery by carriers, rates and charges, both general and specific, export and import matters and the service of express companies.

CITY TRAFFIC FIGURES

Traffic on the Hudson and Manhattan tubes grew from 886,050,815 to 92,250,836 last year, an increase of 7.21 per cent. Figures of the surface lines in Manhattan show a falling off from 370,084,711 to 348,960,461, or 5.71 per cent. Traffic on The Bronx surface lines increased from 80,806,261 to 94,141,991, and the increase on the surface lines in Brooklyn was from 362,105,288 to 432,936,277. In Queens, the increase was 6.08 per cent in surface line traffic, and in Richmond there was a decrease of 5.96 per cent. Taken all together, the street railway fares per capita increased from 362 in 1918 to 421 in 1920.

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SEEK TO MINIMIZE THEFTS OF GOODS

Traffic Bureau of This Association Aids Truckmen in Plans to Halt Losses

LICENSES FOR THE DRIVERS

The Merchants' Association, through its Traffic Bureau, is assisting the Local Freight Agents' Association to eliminate thefts by truckmen from freight shipments.

To Aid Identification

The Local Freight Agents' Association last May received a recommendation from its Carts and Carmen Committee for an amendment to Section 10, Article II, Chapter 24, of the Code of Ordinances, which would require truckmen to be licensed by the City. The amendment provided that the photograph of the licensee must appear on the license and be shown upon the demand of any inspector of licenses or policeman. It further would require drivers to wear numbered badges.

This amendment was prepared and introduced before the Board of Aldermen and early in December the Board's Committee on Thoroughfares referred the matter to the Board to be dealt with in executive sessions.

This Association Helped

At the request of the Local Freight Agents, The Merchants' Association, in January, suggested that carriers compile a statement showing their losses from thefts during three months, giving typical instances of the manner in which the thefts were committed and proposing a plan agreed upon with the Eastern Claim Conference and the Police Department for stopping the thefts.

The Traffic Committee of the Board of Aldermen gave a hearing on the proposal on January 31, at which The Merchants' Association was represented. The Association urged the necessity of preventing the employment of criminals as truckmen and providing a means of identifying truck drivers. The matter was again referred to the executive session of the Board.

WORK OF BELLEVUE HOSPITAL

During 1919 some 38,850 cases were admitted to Bellevue Hospital. The total expense of the institution for the year was \$1,550,545.40.

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Removes Limitation Upon Women Workers

(Assem. Int. No. 257, by Mr. Betts)

To amend Sections 77 and 161 of the Labor Law, by making the restrictions as to the hours of labor applicable only to minors and women under the age of 21, employed in factories and mercantile establishments, and repealing Section 93-b, which prohibits the employment of women in factories after 10 P. M. or before 6 A. M.

Punishes Landlords Who Discriminate Against Children

(Assem. Int. No. 455, by Mr. Roosevelt)

To amend the Penal Law in relation to discrimination in leasing of apartments.

Adds new Section 2041, to read as follows:

Discrimination against children in dwelling houses. Any person or corporation in any city owning or having in charge any apartment house, tenement house or other building used for dwelling purposes who shall refuse to rent any such dwelling or any part thereof to a person or family solely on the ground that such person or family has or have a child or children under the age of fourteen years shall be guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than fifty nor more than one hundred dollars for each offense.

Commission to Reorganize City Departments

(Sen. Int. No. 297, by Mr. Burlingame)

(Assem. Int. No. 482, by Mr. Wells)

To create a commission to examine the Greater New York Charter and the local laws affecting New York City and the five counties included therein, to investigate the methods of conducting and transacting business in the several departments, boards and offices thereof, for the purpose of ascertaining the amount of overlapping and duplication of offices and functions and the extent to which economies can be practiced in the administration of public business. The commission shall, from time to time, in its discretion, submit the results of its work to the Legislature

in the form of reports and recommendations or proposed legislation.

Such commission is to be known as the Commission on Reorganization and Retrenchment of the City of New York and to consist of twenty-three members, two New York City Senators to be appointed by the President pro tem of the Senate, four New York City Assemblymen by the Speaker of the Assembly, and fifteen citizens by the Governor, of whom four shall reside in Manhattan, four in Brooklyn, three in The Bronx, three in Queens and one in Richmond. Members are to receive only actual expenses. All expenses, not to exceed \$50,000, shall be paid by the City.

Authorizing Removal of Forty-second Street Elevated

(Sen. Int. No. 214, by Mr. McCue)

To amend chapter 788, Laws of 1917, by permitting New York City, on adoption of resolution by the Board of Estimate, to institute condemnation proceedings for acquiring the railroad structure of the Manhattan Railway Company on Forty-second Street on the ground that it is an impediment to the public use of the streets.

Motor Vehicle Lights

(Assem. Int. No. 453, by Mr. Gardner)

To amend Section 282 of the Highway Law, in relation to motor vehicles being equipped with proper lights before registration shall be permitted, by exempting the owner of a motor vehicle which is not operated on the public highways after sunset or before sunrise, from proving that such vehicle is equipped with lights required by the Highway Law, but requiring the owner to file with his application for registration an affidavit that his motor vehicle is not and will not be operated upon the public highways except during the period from one-half hour before sunrise to one-half hour after sunset.

Money Deposited on Business Contracts Would Draw Interest

(Assem. Int. No. 435, by Mr. Burchill)

To amend the General Business Law in relation to interest on money deposits. Adds new Section 378-a, to read as follows:

Interest implied in certain cases. Whenever money is deposited for any purpose by one

person with another under an arrangement whereby such money is to be returned to the depositor at a future time or on the fulfillment of any condition, the amount of such deposit shall draw interest from the date of deposit, unless otherwise specifically agreed by the parties to the transaction

Permits Investment of Trust Funds in Parts of Mortgages

(Sen. Int. No. 243, by Mr. Meyer)

To amend Section 111 of the Decedent Estate Law and Section 21 of the Personal Property Law, in relation to the investment of trust funds, by adding the following proviso to those sections:

Any person acting in a fiduciary capacity may invest trust funds in share or parts of bonds and mortgages, provided that any share or part of such bond and mortgage so held shall not be subordinate to any other shares thereof and shall not be subject to any prior interest therein, and provided that the assignment of such share or part shall be recorded in the same manner and place as the mortgage and provided that the bonds and mortgages and insurance policies and other instruments and evidences of title relating thereto shall be held within the State of New York, either by said beneficiary for the benefit of said beneficiary and of any other person interested in such bonds and mortgages, or by one of the holders of a part or shares or by the attorney for said holders.

The effect of this amendment is to extend to such fiduciaries the same privileges in relation to the investment of trust funds as are now held by trust companies.

Miscellaneous

Interest on Savings.—To amend Section 256 of the Banking Law in relation to the payment of interest by savings banks, by requiring that such banks shall declare, credit and pay dividends in monthly periods. (Assem. Int. No. 387, by Mr. Steinberg.)

Protects Ignorant Foreigners.—To amend the General Business Law in relation to the transmission of money or other valuables to and from foreign countries, by adding new Section 252-a, requiring all transmission agents to be licensed. Banks, express and transportation companies, and tourist agencies are excepted. (Assem. Int. No. 423, by Mr. Dickstein.)

Injured Employees.—To amend Section 13 of the Workmen's Compensation Law in relation to treatment and care of injured employees by requiring the employer, where nature of injury or process of recovery necessitates a period of treatment longer than sixty days, to pay for treatment and service during such

NEW LEGISLATIVE BILLS OF INTEREST TO CITY

extended period; also providing that minimum fees for surgical and medical attendance, operations, etc., shall be fixed annually by a Commission to be appointed by the Industrial Commission. (Sen. Int. No. 262, by Mr. Burlingame.)

Abolishes Tunnel Commission.—To abolish the New York State Bridge and Tunnel Commission created by Chapter 178 of the Laws of 1919 and to transfer its powers and duties and unexpended balances to the New York Port Development Commission. (Assem. Int. No. 430, by Mr. Cosgrove.)

Home Rule for Cities.—To add new Section 20-a to the General City Law, authorizing cities, subject to the Constitution and general laws of State, to amend existing charters or adopt new charters. Amendments may be made in same manner as local ordinances are enacted. (Sen. Int. No. 288, by Mr. Duell.)

Stock to Employees.—To amend Section 62-a of the Stock Corporation Law by providing that a corporation may, with the consent of the stockholders, issue any part or all of its unissued or additional stock to its employees or to the employees of a subsidiary corporation. (Sen. Int. No. 320, by Mr. Walton. Same as Assem. Int. No. 510, by Mr. Martin.)

Municipal Housing.—Concurrent Resolution proposing amendment of Section 10, Article 8, of the State Constitution, empowering counties, cities, towns or villages to provide for adequate housing facilities for the use of and to be rented to their inhabitants. (Sen. Int. No. 199, by Mr. Straus.)

Summons by Publication.—To amend Section 21 and 23 of the Municipal Court Code, by providing that a summons may be served by publication actions brought to foreclose a lien on chattels, or in replevin, or where a warrant of attachment has been procured against the property of the defendant. (Assem. Int. No. 463, by Mr. Aronson.)

Motor Truck Trailers.—To amend Sections 284 and 284-a of the Highway Law in relation to registration and number plates for manufacturers and dealers, and the limited use of dealer's number plate by vendee, by making the provisions of these sections applicable to trailers and to manufacturers and dealers, and to the sale of a trailer and to the use by the vendee of the dealers' number plates on the trailer sold; and providing that a trailer shall be deemed

to be a motor vehicle. (Assem. Int. No. 467, by Mr. Betts.)

State Budget.—Concurrent Resolution proposing an amendment to Sections 21 and 22 of Article 3, and Section 9 of Article 4 of the State Constitution to provide for the establishment of a budget system, and empowering the Governor to veto parts of items in appropriation bills instead of an entire item. (Assem. Int. No. 442, by Mr. Fox.)

Group Insurance.—To repeal Sections 101-a to 101-d, inclusive, of the Insurance Law, relating to group life insurance. Such repeal not to affect or invalidate existing policies, nor actions thereunder pending in any court. (Assem. Int. No. 444, by Mr. Gempler.)

Through Car Service.—To add new Section 192-a to the Railroad Law, requiring that in New York City street cars shall be run through from one terminal of street car line to the other so that passengers shall in no instance be transferred from one car to another except at intersecting points. (Assem. Int. No. 446, by Mr. Gempler.)

Abolishes Military Training.—To repeal Article 1-a of the Military Law, providing for the military training of boys between the ages of 16 and 19 employed in factories or mercantile establishments; to abolish the Military Training Commission, and to amend Sections 695 to 696 of the Education Law by eliminating military training in schools, colleges, etc. (Assem. Int. No. 437, by Mr. Cole.)

Municipal Ownership.—To amend the General City Law in relation to municipal ownership and operation of public utilities, by providing that, after approval by referendum, any city shall have the power to own, construct, acquire, purchase, maintain and operate any plant, facilities and property of every kind for the purpose of supplying for both public and private use, light, heat, power and transportation. Cities are also empowered to acquire public utility property by condemnation and to issue bonds therefor. The value of properties acquired to be determined by the Public Service Commission. (Assem. Int. No. 433, by Mr. Burchill.)

TOURNAMENT OF ROSES

The thirty-second annual tournament of roses in Pasadena attracted a crowd estimated at 500,000. More than a million flowers were said to have been used in the decoration of the 125 floats which contended for prizes.

NEW CONVENTIONS TO BE HELD HERE

Coming Events Secured by the
Convention Bureau for the
City of New York

RESULT OF JANUARY WORK

During the month of January the Convention Bureau of The Merchants' Association secured the following conventions for New York City:

Association of History Teachers of the Middle States and Maryland—Spring, 1921.

Bureau of Envelope Manufacturers of America—April, 1921.

Associated Editors of Employees' Magazines of New York State—May, 1921.

American Academy of Peridontology—May, 1921.

American Optometric Association—June, 1921.

American Sweet Pea Society—June, 1921.

American Public Health Association—November, 1921.

National Conference of Health Officers—November, 1921.

Society of Directors of Physical Education in Colleges—December, 1921.

Athletic Research Society—December, 1921.

International Association of Clothing Designers—January, 1922.

The February List

The following additions are made to the February list of conventions in this city:

Association of Color Lithographers—February 15.

American Physical Society—February 25-26.

National Association of Clothiers, scheduled February 17-18, indefinitely postponed.

NEW YORK CITY'S POPULATION

New York City expects to have almost 16,000,000 inhabitants—15,976,000, to be exact—by 1960. Attorney General Charles D. Newton so informed the Supreme Court in a brief asserting that the Metropolis had prior rights to sewage disposal facilities of the lower bay. The waters, the brief said, already are so polluted as to be a menace to health, and a \$40,000,000 emergency relief project is under discussion, involving an island disposal plant in the bay.

ABOLITION OF PASSPORT OFFICE STRONGLY OPPOSED

This Association Writes to Senator Calder Protesting Against Move to Compel All Applicants for Passports to Apply for Them in the National Capital

This Association has made earnest protest against the plan to abolish the Passport Office in this City. It would impose needless inconvenience.

Letter to Senator Calder

The following letter has been sent by President William Fellowes Morgan, on behalf of The Merchants' Association, to Senator William M. Calder:

"The Merchants' Association urges most strongly your support of an appropriation in the Executive, Legislative and Judiciary Appropriation bill, for the continuation of the Passport Office maintained in New York City by the Department of State. In our judgment the discontinuance of this office at a time when ocean travel through the Port of New York is at its present large volume, with no likelihood of a decrease in the near future, would be a serious mistake affecting not only the convenience of an enormous number of commercial travelers, but in many instances the actual success of many trips abroad.

Much Work Done Here

"In this connection we desire to point out that during the past year the New York Bureau accepted more than forty-one thousand passport applications. In addition, this office acts as a general center for passport information for the district surrounding the Port of New York and for the large number of outgoing travelers leaving the United States through this Port. The New York Office has under authorization from the Department of State at Washington issued, after telephonic agreement in each particular instance with the Department at Washington, an enormous number of passports for travelers suddenly called abroad on important business, or for others finding themselves, at the last moment, unable to sail because of the lack of a correct passport. Thousands of passports are extended, amended, corrected or issued in emergency conditions by the New York Office."

Would Not Replace Present Service

"The proposal to return to a condition whereby there would be maintained in New York City, either in a separate office or in the office of a clerk of a Federal or State Court, a person authorized to accept passport applications, would by no means take the place of the present serv-

ice or satisfy the traveling public, since filing an application at such a Bureau would always necessitate the mailing of the application to Washington, its examination to determine whether or not the passport should be granted and, if the decision is affirmative, the mailing of the passport to the applicant. This procedure would entail a delay of from four to five days up.

Much More than Pays for Itself

"It should be pointed out that the income from the New York Office based on the charge of ten dollars per passport for the last fiscal year, reached a total of more than four hundred thousand dollars. If the New York Office be credited merely with one dollar per application filed, the customary amount credited to such procedure, the income of the New York Office, amounting to forty-one thousand dollars, would be approximately twice the sum of money acquired to maintain the office for the next fiscal year.

"Moreover, it cannot be claimed that if the United States returns to conditions of peace next year the Department of State will immediately abolish the requirement for a passport to leave this country inasmuch as, for years to come at least, travelers abroad will be required by the governments of the countries they visit to present passports guaranteeing their character, the object of their visit to the country in question, etc. In other words, the same procedure which the immigration authorities of this country require in order to admit visitors from foreign lands to our shores, which necessitates the obtaining of a passport from the visitor's government, will be continued.

Legal Authorization

"If it is found that there is no legal authorization for the continuation of the New York Office it would be possible, if the Senate deemed it wise, to insert the few words necessary to give the office the sanction of Congress.

"If you concur in the opinions above expressed we will appreciate very much your vigorous support of whatever steps are necessary in order to have the appropriation asked for by the Department of State inserted in the bill. By so doing you will, we are sure, have the approval of the Department of State, which thor-

oughly endorses the continuation of the New York Office."

Members of The Merchants' Association are urged to write to Senator Calder, Senator Wadsworth, Representative James W. Good and Representative William R. Wood, members of the House Committee on Appropriations, urging them to support the Senate provision for the appropriation of the \$20,000 needed to continue the New York Passport Office.

FOR FIRST AID

Supplies to Be Used in Case of Disaster Will Be Supplied by Red Cross

The American Red Cross Disaster Relief Committee for the Metropolitan Area has arranged to supply First Aid Cabinets to be used in case of disaster. Frequently, in case of fires, explosions and the like, where numbers of people are injured, unnecessary suffering and even death are caused by lack of an adequate supply of the right sort of first aid, dressings and drugs.

The Committee's cabinets contain bandages, absorbant cotton, burn dressings and other first aid supplies called for by any ordinary accident. The Committee has furnished thirty-one of these boxes to the Police Department and practically all of its member chapters have at least one. Business houses and factories may purchase them at cost. In case orders for 250 or more of the boxes are given, the manufacturer's price will be \$52.50; otherwise the price will be \$56, and a check for that amount should accompany each order. A refund of \$3.50 will be given if more than 250 orders are received.

NEW POST OFFICE STATION OPEN

The West Forty-third Street station of the New York Post Office has been opened at 23 West Forty-third Street for the transaction of business between 8 A. M. and 6 P. M. excepting on Sundays and holidays. Facilities have been provided for the sale of stamps, the registration of first class mail and for the issuance of domestic and international money orders.

SOUTH AMERICAN POSTAL CHANGES

Reduced Rates With Bolivia, Colombia, Honduras, Nicaragua Peru and Cuba

MADRID CONVENTION ADOPTED

The postal administrations of Bolivia, Colombia, the Republic of Honduras, Nicaragua and Peru, put in effect on February 1, 1921, pending ratification, the provisions of the special postal convention concluded at Madrid in November last, between the Americas and Spain. United States domestic rates now apply to letters and post cards, as well as to newspapers and periodical publications of the second class (1 cent for each four ounces or fraction thereof) addressed for delivery in Bolivia, Colombia, Honduras, Nicaragua and Peru, while the domestic rates of those countries apply to articles addressed for delivery in the United States in all cases where such domestic rates are less than the international rates.

Printed Matter

The maximum weight limit for newspapers, other printed matter and commercial papers is eight pounds twelve ounces (four kilograms), while the maximum weight limit for single volumes of printed books is eleven pounds (five kilograms), and the maximum dimensions for this class of mail matter in the form of a roll are forty inches in length and six inches in diameter.

Another provision of this convention requires the full prepayment of all mail matter except letters, which, however, are required to be prepaid at least one rate (two cents.)

How Cuba Is Affected

The postal administration of Cuba has agreed to put the new convention in effect, but as the domestic rates are already applicable, under a previous convention, the articles exchanged between the United States and Cuba, the present convention will apply in the case of Cuba only to the extent of increasing the maximum weight limit on commercial papers and printed matter generally to eight pounds twelve ounces, the maximum dimension for this class of mail matter in the form of a roll, and of adding the requirement contained in the paragraph next preceding concerning full prepayment of postage on all articles other than letters and prepayment of at least one rate on letters.

Said provisions are at present effective only to mail matter exchanged between the United States and the countries above named. Appropriate announcement will be made promptly when the provisions are extended to other countries."

POPULATION BY STATES

The urban and rural population of the United States by States is as follows:

State	Urban	Rural
Alabama	509,317	1,839,857
Arizona	117,527	216,276
Arkansas	290,497	1,461,707
California	2,331,739	1,095,132
Colorado	453,259	486,370
Connecticut	936,339	444,392
Delaware	120,767	102,336
Florida	355,325	612,645
Georgia	727,859	2,167,973
Idaho	119,037	313,329
Illinois	4,406,678	2,079,602
Indiana	1,433,355	1,447,535
Iowa	375,495	1,538,526
Kansas	617,964	1,151,293
Kentucky	638,543	1,733,087
Louisiana	628,163	1,170,346
Maine	299,569	468,445
Maryland	869,422	580,229
Massachusetts	3,650,248	202,108
Michigan	2,241,560	1,426,852
Minnesota	1,051,593	1,335,532
Mississippi	240,121	1,550,497
Missouri	1,596,903	1,817,152
Montana	173,011	376,878
Nebraska	405,306	891,066
Nevada	15,254	62,153
New Hampshire	279,761	163,322
New Jersey	2,482,289	673,611
New Mexico	64,960	295,390
New York	8,589,844	1,794,985
North Carolina	490,370	2,068,753
North Dakota	88,234	557,446
Ohio	3,677,136	2,082,358
Oklahoma	539,480	1,488,803
Oregon	391,019	392,370
Pennsylvania	5,607,315	3,112,202
Rhode Island	589,180	15,217
South Carolina	293,987	1,389,737
South Dakota	101,872	534,675
Tennessee	611,226	1,736,659
Texas	1,512,639	3,150,539
Utah	215,584	233,812
Vermont	109,976	242,452
Virginia	673,934	1,635,203
Washington	748,735	607,836
West Virginia	369,007	1,094,694
Wisconsin	1,244,568	1,367,499
Wyoming	57,348	137,054

STOCK EXCHANGE TRANSACTIONS

Transactions in stocks on the New York Stock Exchange approximated 223,000,000 shares in 1920, against 316,000,000 shares in 1919, when the war boom was at its height, and about 142,000,000 shares in 1918. Dealings in bonds, of which United States Liberty Bonds and Victory Notes formed the largest percentage, aggregated almost \$3,913,000,000 (par value), against \$3,802,000,000 in 1919, and \$2,047,000,000 in 1918. These totals are exclusive of the business transacted by the Consolidated Exchange and the Curb or outside market. Nor do they embrace the enormous direct sales by banks, banking houses and trust companies.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

TRADE CONTRACTS CAUSE CONFUSION

Lack of Standardized Forms Causes Complications in the Foreign Trade

AGREEMENT IS BEING SOUGHT

Prepared by the Foreign Trade Bureau of The Merchants' Association

Various members of The Merchants' Association of New York have called our attention to the conditions which have resulted from the trade upheavals during and following the World War, particularly the widespread and serious cancellation of contracts which has played so important a part in business depression at present.

Confusion of Contracts

Prior to the war, except for a few stable articles, few standardized forms of contract between buyer and seller were used in connection with imported goods except for certain lines of trade which were long-established and largely in the control of European traders, particularly British firms. American houses undertaking business in the lines in question were confronted with the requirement that they conduct transactions either on the basis of the form of contract in common use, which was often drafted from the point of view of European business needs and methods and usually was not in accord with American practice; or, if that form of contract was not satisfactory, that they proceed on an individual basis.

The result has been chaos; because certain American houses were called upon to bind themselves to conditions and grades of merchandise entirely at variance with the conditions and grades agreed upon by other American firms dealing in identical lines.

Now Seeking Agreement

This condition has brought about an effort of leaders in the different lines to reach an agreement as to general terms in standard contract forms for their line of merchandise, and the acceptance of these terms by American firms.

Certain trades have requested The Merchants' Association of New York to arrange to bring interested houses together in order that a beginning in this direction might be undertaken and we have been glad to do so.

CONSULS ABROAD USE YEAR BOOK

**Representatives of This Country
in Foreign Cities Find the
Publication Valuable**

EXTRACTS FROM THEIR LETTERS

Consuls of the United States in foreign cities in acknowledging receipt of the 1920 Year Book of The Merchants' Association, sent to them by the Foreign Trade Bureau, testify to its value. Following are extracts from their letters:

From Esthonia

The Hon. Charles H. Albecht, Consul at Reval, Esthonia:

"I beg to acknowledge with thanks the receipts of your letter of November 15, 1920, and of the Year Book of The Association sent under separate cover. I am glad to place the latter in the commercial library of this Consulate and am sure it will prove of service in connection with this Consulate's efforts to extend American trade in this part of the world."

On File in Helsingfors

The Hon. Leslie A. Davis, Consul at Helsingfors, Finland:

"The Year Book has been placed on file in this Consulate for the benefit of such persons as may be interested and the attention of inquirers will be called to it as there may be opportunity to do so."

The Hon. Thomas A. Wallace, Consul at Fort de France, Martinique, West Indies:

"We are pleased to receive the Year Book and it is quite often examined by interested parties for information relative to business concerns in New York. It is duly filed as a reference book and attention is directed to it when opportunity offers."

Open to Inspection in Shanghai

The Hon. M. F. Perkins, Consul in Charge, Shanghai, China:

"You are informed that your publication, when received will be placed on file in the commercial library of this Consulate-General, where it may be open to inspection by all interested parties."

The Hon. L. G. Dawson, Consul at Madras, India:

"The Year Book has been received, for which I desire to thank you. The

volume has been placed in the public reading room maintained by the Consulate for the convenience of callers desiring information about American products, and I am sure it will prove of benefit to American export trade."

Vice Consul at Saloniki

The Hon. Frank H. Baxter, Vice Consul at Saloniki, Greece:

"I acknowledge receipt of your letter of November 15, 1920, informing me that you have sent under separate cover the Year Book 1920, of your Chamber which has also been received. I read this publication with great interest and appreciate the efforts the Chamber is making in order to further American trade abroad. I will be very glad to refer local inquirers to the classified lists of members of the Chamber."

The Hon. Maurice L. Stafford, Consul at Santander, Spain:

"Your book has been received for several years past and has proved most valuable to local business men when wishing to get in touch with New York firms."

"The facilities of this Consulate always are at your disposal and inquiries from any of your members will receive prompt attention."

From Tegucigalpa

The Hon. G. K. Donald, Consul at Tegucigalpa, Honduras:

"I take great pleasure in acknowledging receipt of a copy of the 1920 edition of your Year Book, which will doubtless be as useful in the work of this office as past copies. Whenever a local importer requests the name of a business house dealing in certain commodities, I always refer first to your Year Book and generally do not have to look any further."

The Hon. Graham H. Kemper, Consul at Sofia, Bulgaria:

"I have been immensely interested in the activities of your Association and appreciate receiving this book, which I have placed in a conspicuous place in the Consulate's Commercial Reading Room."

Found Useful in Egypt

The Hon. G. Wadsworth, Vice Consul at Alexandria, Egypt:

"You may be interested in learning also that, because of the excellent arrangement and completeness of your Year Book, the Consulate is itself frequently able to advantageously refer thereto."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

MEMBERS ADMITTED BY THE DIRECTORS

**Action Is Taken on Thursday by
the Board Upon Pending
Applications for Election**

APPRECIATE TRADE SERVICE

Two letters testifying to the value of the work which is being done by the Foreign Trade Bureau of The Merchants' Association have been received. In one of them the writer says:

"The very complete and enlightening information contained in yours of January 21st, you may be sure, is very much appreciated."

New Members Elected

The following new members were elected by the Board of Directors of The Merchants' Association at its meeting last Thursday.

Mr. Chester M. Cloud, 59 Maiden Lane—Insurance.

Economy Mercantile Corporation, Mr. J. Benjamin, President, 43 West Sixteenth Street—Jobbers Cotton Goods.

Groman, T., and Sons, Mr. Solomon Groman, 11 West Twentieth Street—Manufacturers and Jobbers, Silks and Cut Ribbons.

Hyman-Michaels Company, The, Incorporated, Mr. Joseph Hyman, President, 233 Broadway—Iron and Steel.

Inland Marine Corporation, Mr. S. W. Bullock, General Manager, 132 Nassau Street—Barge Canal Transportation and New York Harbor Lighterage.

National Electrotpe Company, Mr. Carl A. Heins, President-Treasurer, 310 East Twenty-second Street—Electrotypers.

Oswald Publishing Company, Mr. John Clyde Oswald, 239 West Thirty-ninth Street—Publishing and Printing.

Stetson, Jennings and Russell, Mr. Allen Wardwell, 15 Broad Street—Lawyers.

Stray, S. O., Steamship Corporation, Mr. W. A. J. Kopp, Vice-president, 11 Broadway—Steamship Agents and Operators.

Swan, William H., and Sons, Mr. Edward L. Swan, 44 South Street, Marine Supplies.

NEW FREIGHT CARS IN 1920

The number of freight cars built in 1920 for domestic service was 58,864, against 94,981 in 1919, and the number of passenger cars was 810.

TEXT OF THE CUBAN LAW REPEALING THE MORATORIUM

Foreign Trade Bureau of The Merchants' Association Makes Public the Provisions of An Important Statute of Interest to American Exporters to the Island

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The Foreign Trade Bureau of The Merchants' Association has received from the State Department in Washington a copy of the translation of the Torriente Law No. 1, relating to the lifting of the moratorium in Cuba.

For the benefit of members of The Merchants' Association who have interests in Cuba, the translation is reprinted herewith. It is as follows:

EXECUTIVE POWER

Office of the Secretary of Agriculture,
Commerce and Labor
Mario G. Menocal, President of the
Republic of Cuba

Be it known: That Congress has enacted
and I have approved the following:

ACT

ARTICLE I

Rights of action arising out of obligations of a mercantile character contracted prior to October 10, 1920, and appearing from bills of exchange, drafts, notes, domestic drafts, I. O. U.'s and other credit documents included in the Code of Commerce, whether due or to become due within one hundred and five calendar days counting from the date this law goes into effect, shall not be exercised until after that date unless the debtors, by reason thereof, fail to pay to their creditors 15 per cent within fifteen days, 25 per cent within forty-five days, 35 per cent within seventy-five days, 55 per cent within one hundred and five days, all calendar days, counting from date this law goes into effect.

Failure to comply with any of the terms indicated shall permit the exercise of the said rights of action.

The provisions of this Article do not apply to obligations which have to be fulfilled with the proceeds from the sale or pledge of cane, sugar or molasses, or by the transfer of the price of those products, but on the contrary, contracts containing such obligations must be fulfilled in accordance with the terms agreed upon.

ARTICLE II

Rights of action in favor of such persons as on October 10th, 1920, were depositors of banks, bankers and savings banks of the Republic to demand a return by them of their deposits shall not be exercised until after one hundred and thirty-five calendar days, counting from the date this law goes into effect, unless their deposits are not repaid in the following manner: 15 per cent within fifteen days; 15 per cent within forty-five days; 20 per cent within seventy-five days; 25 per cent within one hundred and five days and 25 per cent within one hundred and thirty-five days, all calendar days, counting from the date this law goes into effect. The failure to return such deposits in any of the periods before mentioned will allow the exercise of the said rights of action. Whatever sum may have been paid depositors in excess of the sums fixed in the Decree of the Executive Power of October 10, 1920, may be calculated in these part payments.

ARTICLE III

Banks, bankers and savings banks of the Republic desiring to avail themselves of the provisions of the present Act, shall, within fifteen calendar days following the taking effect of this law, so communicate to the Executive Power through the Secretary of the Treasury and the latter, by means of one or more officers which he shall designate for the purpose, shall examine and inspect them, and so long as the same is in force the said banks, bankers and savings banks

shall not carry on any business of any kind without the intervention of the representatives of the government; but this does not imply any responsibility, whatever on the part of the State on account of such transactions.

Corporations other than banks, and persons desiring to avail themselves of the provisions of Article One shall, within fifteen calendar days following the taking effect of this law, so communicate in writing to the Municipal or First Instance Judge of their domicile, according to the following rules:

To the Municipal Judges, those whose capital registered at the Registro Mercantil be not more than FIVE THOUSAND DOLLARS.

To the First Instance Judges, those whose capital be not less than FIVE THOUSAND DOLLARS.

From the date of filing the petition or the writing, the interested parties shall be entitled to avail themselves of the benefits of this Law.

ARTICLE IV

The inspectors referred to in the aforementioned Article shall take care, under their responsibility, that the banks, bankers and savings banks subject to their inspection and examination, proceed to collect obligations in their favor and pay their depositors the sums referred to in Article 2.

ARTICLE V

Debtors of banks, bankers and savings banks on obligations included in Article One, shall pay in cash the proper proportional part according to the said Article without prejudice to their right to deliver, in order to be set off so far as relates to the whole or any part of the remainder of their indebtedness, such credits as exist in their favor represented by checks, certified and drawn on such banks, bankers or savings banks.

ARTICLE VI

Rights of action arising out of claims secured by mortgages, pledge or notarial document claims of any kind, prior to the 10th day of October, 1920, in respect of the principal of the same, cannot be exercised until after one hundred and thirty-five days, counting from the date this law goes into effect, and shall be subject to the provisions of Article One hereof, if the debtors by means of a previous and special finding in a special proceeding, in all kinds of judicial proceedings and in any stage thereof, establish that their default is due to the fact that they have not been able to draw from their deposits with banks, bankers, and savings banks the sums of money necessary for the said purpose by reason of the moratorium granted by the Executive Power and by the provisions of the present law.

In order to bring this special proceeding there shall be attached to the first pleading a notarial estimate wherein the party interested shall make oath that he is in the situation referred to and has no other funds wherewith to fulfill his obligation, and also a certificate, likewise sworn to, of the director or manager of the bank, banker or savings bank, to which said person must issue within twenty-four hours after the request therefor, from which it shall appear that the deposit was made prior to the 10th of October, 1920, that it exceeds in amount the sum claimed, and has not been attached or made responsible for the payment or subject to the performance of any other obligation. If from these documents the plea of the debtor does not appear to be proved, the judges shall forthwith dismiss the special proceedings, and against his dismissal no further remedy shall be given except an appeal for review. Until the debtor returns his certificates to the bank, banker or savings bank together with a notation of the court stating that the obligation sued on has been extinguished, or that the debtor has discontinued the special proceeding, the bank, banker or savings bank shall continue the attachment of the deposit to the amount necessary to abide the result of the general proceeding.

The rights of action for the collection of interest due shall not be included within the provisions of this Article.

ARTICLE VII

The provisions of this Act do not include the funds of any kind belonging to the State, the Provinces nor the Municipalities, nor to other official organisms, or that appear in the name of specified public officials for payments on their account, or the account of private individuals who have turned in such funds to that end, nor those of the International Pan-American Office for the protection of industrial and trade marks. Likewise they do not include the funds donated in any manner for the advancement of learning and for prizes to students.

ARTICLE VIII

The decree of the Executive Power of October 10, 1920, and the Decrees extending the same dated November 27th and December 31, 1920, shall cease to have any force as soon as the present Act begins to take effect.

ARTICLE IX

This law shall begin to take effect three days after the publication thereof in the Gaceta Oficial of the Republic, and the effects of the provisions of the foregoing Articles shall terminate the day after the one hundred and thirty-fifth calendar day, counting from the date this law goes into effect, and from that day on all persons affected by the same shall be at liberty to exercise their rights in accordance with existing laws of procedure, and the Executive Power shall not prevent it by new decrees such as those referred to in the foregoing Article.

ADDITIONAL ARTICLE

The funds of the State; the Provinces and the Municipalities, shall not be deposited hereafter except in their treasuries, and their obligations shall be paid by drawing against the same.

Nor shall any person or private company be appointed fiscal agent, collectors or paymasters thereof.

The Executive Power shall enter into such contracts as may be deemed expedient for the payments of all kinds of matters for the external service of the Republic.

Wherefore: I command that the present law in all its parts be complied with and executed. Given at the Presidential Palace, in Havana, this twenty-seventh day of January, Nineteen hundred and twenty-one.

M. G. MENOCAL,
President.

E. SANCHEZ AGRAMENTE,
Secretary of Agriculture, Commerce
and Labor.

FARM WAGES LAST YEAR

Wage rates for farm labor reached their highest point in the history of this country in 1920, as national averages, according to figures gathered by the Department of Agriculture and made public here. The average wage rate for labor hired by the month, it was shown, was \$46.90 with board and \$64.95 without board; for day labor at harvest, \$3.60 with board and \$4.36 without board; for day labor other than at harvest the scale average \$2.86 with board and \$3.59 without board.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

IMMIGRANT EDUCATION COUNCIL CHOOSES COMMITTEE

Various Interests Are Represented in the Executive Body of the Newly Created Organization Formed to Help Assimilation of Arrivals from Other Countries

As a result of the third meeting of the Conference on Immigrant Education, which was held Monday afternoon, February 7, in the assembly room of The Merchants' Association, the following members of the Executive Committee of the New York City Council on Immigrant Education were elected:

Employers' and Business Interests

Mr. Union N. Bethell, Vice President, American Telegraph and Telephone Company,

Mr. Martin H. Dodge, The Merchants' Association of New York.

Mr. George J. Ryan, Real Estate Interests,

Mr. William H. Todd, President, Todd Shipyards Corporation,

Mr. J. Stewart Wilson, The Bronx Board of Trade.

Mr. William H. Woodin, President, American Car and Foundry Company.

Publications, Research, etc.

Mr. Allen T. Burns, Carnegie Corporation,

Miss Josephine Roche, Bureau of Foreign Language Information Service, American Red Cross.

Public Agencies

Dr. William C. McAndrew, New York City Board of Education,

Mr. William C. Smith, New York State Department of Education,

Mr. Merton A. Sturges, Chief Naturalization Examiner, New York District.

Welfare Organizations, Settlement Houses, etc.

Mr. Seymour Barnard, People's Institute, United Neighborhood Guild, Incorporated,

Mr. M. L. Erstein, Federation for the Support of Jewish Philanthropic Societies of New York City.

Miss Edith L. Jardine, International Institute for Foreign-Born Women, Young Women's Christian Association,

Mr. H. F. Lafamme, New York Federation of Churches,

Rev. John J. McCahill, Director of Division of Social Action, Catholic Charities, Archdiocese of New York,

Mr. Nathaniel Phillips, League of Foreign-Born Citizens,

Mr. Joseph Rosenzweig, Jewish Welfare Board,

Mrs. Mary K. Simkhovitch, United Neighborhood Houses.

Mr. Edward L. Wertheim, Young Men's Christian Association.

Power Given to Executive Committee

The Conference authorized the Executive Committee, as thus constituted, to enlarge its membership by five additional members to be selected on the basis of their representation of the various immigrant groups in New York City.

The officers of the Executive Committee will be a Chairman, a Treasurer and an Executive Secretary. These officers will be elected by the Committee at a meeting to be held in the Directors Room of The Merchants' Association, at 3 P. M. today.

The duties of the Executive Committee will be to perform the administrative work of the Council on Immigrant Education, as outlined in the constitution adopted at the second meeting of the Conference held in the Assembly Room of The Merchants' Association on January 31.

The Council is composed of about two hundred New York City agencies interested in immigrant education, and its purpose will be to promote and stimulate the work of immigrant education through these agencies.

Activities Suggested

Some of the suggested activities of the Council are as follows:

1. Promotion of public educational work for adult immigrants through evening home and factory classes, with especial reference to the proper physical equipment of the schools and the training of instructors for adult work.

2. Assistance in the enactment of legislation by the City, State and Nation in the interest of immigrant education.

3. Special conferences of member agencies for comparison of programs, discussion of policies, plans, etc.

4. Arrangement for public conferences on various phases of immigrant education.

5. Assistance to applicants for citizenship in directing them to proper schools, sources of information, and provision for proper welcoming of new citizens by the community.

6. Making available to member

agencies the best information on New York City's foreign-born.

7. Encouragement of self-education of immigrants and education through their own organizations.

8. Provision for beginning educational work with immigrants en route to the United States and at Ellis Island.

9. Promotion of education looking to the better distribution of immigrants, both within the city and throughout the country—through motion pictures, trips at cost, demonstration farming, etc.

10. Cooperation with similar centralized organizations in other cities for the purpose of promoting more general immigrant educational work.

FOR NATIONAL REGULATION

This Association Approves Plan to Make It Paramount to State Inspection

A bill pending in Congress which would make the regulation of interstate commerce in food, drugs and medicines paramount to regulation by States, cities or municipalities when such merchandise is transported in interstate commerce in package form, has been endorsed by The Merchants' Association at the suggestion of the Chairman of The Association's Committee on Protection of Industrial Property, Mr. Archibald Cox. The Executive Committee at its meeting last Monday considered a communication from Mr. Cox with regard to this measure and approved the bill.

MILLIONS IN TELEPHONE NICKLES

Twenty million dollars in nickels were dropped in the slots of pay station telephones throughout the United States during the first ten months of 1920, according to an estimate by Mr. A. E. Berry, President of the Chesapeake and Ohio Telephone Company. This, Mr. Berry said, was an increase of \$2,700,000 over the corresponding period of the year before. To illustrate graphically the \$20,000,000 expenditure, he explained that the nickels, if placed edge to edge, would form a line from New York City to San Francisco and then extend a thousand miles into the Pacific Ocean.

GOVERNMENT PLAN TO GET NITRATE

This Association Asks Other Business Organizations to Join in Protest Against Scheme

AGAINST MUSCLE SHOALS BILL

In accordance with the instructions given by the Board of Directors, President William Fellowes Morgan has written to business organizations throughout the United States asking them to co-operate in opposing further appropriation to enable the Muscle Shoals Government Plant to engage in the production of nitrate for use in agricultural fertilizers.

Letter to Commercial Bodies

The letter is issued in the form of a printed circular and it reads as follows:

"It is proposed the United States Government shall go into a manufacturing business, operate it at a heavy loss, sell its products at less than cost, and compete directly with its own citizens.

"This project will cost the people of the United States more than \$50,000,000, and a continuing annual loss of several million dollars additional.

"The people are now paying taxes of about Four Billion Dollars annually.

"They demand economy and not waste.

"The Muscle Shoals project is a project for development by the Government of a water power upon the Tennessee River, to be used primarily for the manufacture of nitrates, by fixing the nitrogen of the atmosphere.

"Except in wartime, when the nitrates are to be used for making explosives, they are to be converted into fertilizers and sold to the public at prices so low as to be a great benefit to farmers.

"To be self-supporting that part of the water power the use of which is compulsory for the purpose of a nitrate plant must earn \$28.60 per horse-power per year, on the basis of estimates made by the Government engineers.

"In estimating the cost of fertilizers, the cost of the water power is figured at \$5 per horse-power year. The Government would thus lose \$2,350,000 per year on the

operation of the power development.

"The excuse for the project is that it will give farmers fertilizers at a very low price. In fact, even when water power is figured on a basis of cost involving an annual loss of \$2,350,000, the Government product will cost as much as the normal selling price of privately produced fertilizers. To provide farmers with fertilizers at a substantially lower price, the Government must stand a material additional loss.

"This project is for the chimerical benefit of a special class at the expense of the whole people.

"It engages the Government directly in a great commercial enterprise, with the certainty of heavy and continuing loss, in direct competition with its own citizens.

"The need for National economy is urgent, the demand for it widespread and insistent. Every needless and wasteful enterprise should be cut out. The Government should not engage in business.

"We ask you to protest to Congress against the Muscle Shoals project."

With the letter The Association presents a copy of the bill and a detailed argument in opposition to it.

FOR SHIP OWNERS

Bill Authorizing Suits Against the Government in Case of Collision Approved

The Merchants' Association has endorsed a proposed amendment of the law, advocated by the National Chamber of Commerce, authorizing the owner of a private vessel injured by collision with a United States naval vessel to sue for damages and be reimbursed by the United States Government.

Under existing law a private shipowner whose vessel has been damaged by collision with a naval vessel cannot sue nor recover but must obtain a special enactment from Congress reimbursing him. The Government, however, may sue a private owner and recover damages in case of collision.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

CHARITY GIFTS ARE TAX EXEMPT

Law Allows Deductions To Be Made in Certain Cases of Philanthropic Donations

PROVISIONS OF INCOME TAX

Prepared for The Merchants' Association by the Bureau of Advice and Information of the Charity Organization Society

In filing income tax returns deductions may, under certain conditions, be claimed for charitable contributions made during the year.

Provisions of the Law

The provision of the law in this regard is as follows:

That in computing net income there shall be allowed as deductions: . . . Contributions or gifts made within the taxable year to corporations organized and operated exclusively for religious, charitable, scientific, or educational purposes, or for the prevention of cruelty to children or animals, no part of the net earnings of which inures to the benefit of any private stockholder or individual, or to the special fund for vocational rehabilitation, authorized by Section 7 of the Vocational Rehabilitation Act, to an amount not in excess of 15 per centum of the taxpayer's net income as computed without the benefit of this paragraph. Such contributions or gifts shall be allowable as deductions only if verified under rules and regulations prescribed by the Commissioner, with the approval of the Secretary.

The term "corporation" as used in this section of the law has been interpreted as including "associations" even though they may not be actually incorporated.

Contributions That Are Not Exempt

The law does not provide for the exemption of contributions of this kind when made by corporations, estates or trusts. In case of a partnership, however, the proportionate share of contributions made by the partnership to corporations or associations of the kind described in this section of the law, may be claimed as deductions in the personal returns of the partners. In this case, however, the deductions so claimed, added to the amount of contributions made by the partner individually, must not be in excess of 15 per cent of the partner's net income computed without the benefit of the deduction for such contributions. The contributions made by the partnership shall not be deducted from its gross income in ascertaining the amount of its net income to be reported on Form 1065.

When deductions are thus claimed full particulars of each contribution must be stated.

GREATER NEW YORK.

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, FEBRUARY 21, 1921

No. 8

Daylight Saving Repeal Made a Caucus Measure

Majority in the Legislature Proposes to Jam Nullification Bill Through the Legislature Regardless of the Demand for Daylight Saving Voiced by a Great Majority of the People of the State—Hearing Requested in the New Bill and Refused

Disregarding the conclusive evidence submitted to it that the continuance of Daylight Saving is desired by a large majority of the people of New York State, the majority in the Legislature held a caucus last Tuesday and invoked its authority in favor of the repeal bill.

Concedes Cities Local Option

The only concession that the majority were willing to make to the Daylight Saving sentiment was to give cities the privilege of making their own Daylight Saving by affirmative action.

The argument used to force into line Republicans who know that they will be misrepresenting their constituents if they vote for the repeal of the State Daylight Saving Law was that provision for the repeal was contained in the Republican platform. The Republican platform plank which the leaders cited to their reluctant followers, reads as follows:

"The Daylight Saving Law, while popular in the cities is practically unanimously disapproved by the agricultural population of the State. It unquestionably makes the problem of farm labor and farm production more acute. We pledge ourselves to an amendment of this law so that it shall not apply to rural districts while preserving to the more populous municipalities the continuance of the law unless they exercise their option to change it."

Against Local Option

The following resolutions were adopted by the Board of Directors of The Merchants' Association:

"Resolved, That The Merchants' Association of New York emphatically reaffirms its attitude in favor of daylight saving and earnestly protests against the repeal of the present daylight saving law, and urges the enactment of Assemblyman Booth's bill shortening the daylight saving season to five months; and be it further

"Resolved, That The Merchants' Association protests against the enactment of a daylight saving local option bill, and demands to be heard in opposition before such a bill is put upon its final passage in the Legislature; and be it further

"Resolved, That if the Legislature is bent upon repealing the State daylight saving law, The Association urges that the repeal be made contingent upon the results of a daylight saving referendum to be taken on Election Day, next November, when the question may be submitted to all the voters of the State.

The caucus was not called until it became clear that the repeal bill could not be forced through the Assembly without recourse to the threat of party irregularity. So strong was the sentiment for the retention of Daylight Saving in the State that only 78 of the 119

Republicans in the Assembly attended the caucus.

Adopting a stratagetic method of approach, the majority leaders began by calling a "conference" of the Republican members of the Assembly. This would bind nobody and 101 members answered the conference roll call. It was found that only seventy-one votes could be mustered in favor of Daylight Saving repeal, or five less than the number of votes required to pass the bill in the Assembly. The majority leaders then declared the conference to be a caucus and twenty-three of the Republicans present walked out. Of the remaining seventy-eight, seven were opposed to repeal of the Daylight Saving Law but were induced to abide by the decision of the caucus on the ground that the Republican State platform had declared for the repeal.

Hearing Demanded

The measure agreed upon by the caucus provides for the repeal of the present State Daylight Saving Law and for the passage of a statute which will permit cities to adopt Daylight Saving and to fix the limits within which it shall be effective.

An immediate demand was made for a hearing on behalf of The Merchants' Association by Mr. Hugh Lynch, Assistant to the Secretary, and Mr. John R. Young, Manager of The Association's Convention Bureau, who were in Albany to urge the passage of the bill intro-

STRUGGLE COMING IN LEGISLATURE ON DAYLIGHT LAW

duced by Assemblyman Booth, shortening the Daylight Saving period from seven months to five months and retaining the State Law. The request for a hearing was filed with the Speaker of the Assembly and with the Chairman of the Committee on Agriculture before which the Daylight Saving bills are pending. The request was reiterated formally on Wednesday, but refused by Speaker Machold.

In Line with Declared Policy

In making this request the staff of The Association was carrying out resolutions adopted by the Board of Directors reiterating the demand of New York City for Daylight Saving and asking for a hearing on a local option bill should such a measure be introduced.

There are thirty-three Republican members of the Assembly from the five Counties included in New York City. Earnest representations will be made to any of these members who may be inclined to obey the caucus rather than their constituents in voting upon the question of Daylight Saving.

It is expected that other members of the Assembly from the up-State cities will also refuse to be bound by the caucus action. Even with the aid of the caucus, the seventy-eight votes in favor of repeal give a margin of only two votes above the number required to pass the repeal bill in the Assembly.

More Protests Against Repeal

Protests against the repeal of the law continued to pour in upon Governor Miller and the members of the Legislature. They came not only from New York City but from practically every other center of population in the State. At the same time many demands from the farming districts for the repeal of the law were received.

The constitution of The Eastern Zone Daylight Saving Association was formulated and adopted. The members of this Association immediately began agitating in their several localities in favor of the passage of the Edge-Ackerman bill, now

pending in Congress, providing for five months' Daylight Saving throughout the Eastern Time Zone.

Rejects Local Option

President Morgan Comments on Action of the Caucus

The following statement was made by President William Fellowes Morgan of The Merchants' Association, with regard to the action of the Assembly caucus:

"I am informed that a caucus of the majority in the State Assembly, by a vote of two more than the number required to pass a bill in the Assembly, has declared against the continuance of the New York State Daylight Saving Law, but proposes to permit the larger cities of the State to legislate for themselves on the subject. This decision is decidedly unsatisfactory to the friends of daylight saving. It would lead to intolerable confusion, because it would permit every city to decide, first, whether it desired to have daylight saving; second, how far it would set the clock forward, whether half an hour, an hour, or longer; and, third, the dates upon which daylight saving should begin and end.

"The confusion which would follow the application of this plan would render daylight saving so unpopular that its complete repeal would inevitably follow. Perhaps this is what the proponents of the scheme have in mind.

"It is said that the caucus acted in accordance with the Republican State Platform, but this is not the case. The Republican State Platform declared for relieving the rural districts of daylight saving and continuing it in the cities. It did not call for the repeal of the law, nor did it contemplate requiring affirmative action on the part of the cities in order to retain it. It did not refer to local option in daylight saving, which the caucus would apply, at least so far as the cities are concerned.

"The Merchants' Association will continue its fight for daylight saving, and I firmly believe the friends of daylight saving throughout the State will do likewise. I have no doubt of our ultimate victory. It

is merely a question of fighting hard enough for what we want."

Hearing Demanded

Friends of Daylight Saving Protest Against Arbitrary Methods

On Wednesday, the day after the caucus, the following telegram was sent by The Merchants' Association to Speaker Machold of the Assembly and Chairman Witter of the Committee on Agriculture:

"We formally request that a hearing be granted upon the bill for repeal of Daylight Saving law with provision for local option in cities, towns and villages in accordance with action at Tuesday's caucus. Urge that date for hearing be set far enough in advance to give parties at interest opportunity to be adequately represented."

Subsequently, a second telegram was sent to the Speaker and Chairman Witter as follows:

"Since wiring you demanding hearing on Republican caucus local option Daylight Saving bill we learn it has been reported out of Committee without giving opponents of such arbitrary legislation an opportunity to be heard. On behalf of thousands of members of this and other business organizations throughout the State formally recorded as opposed to repeal of State Daylight Saving Law, we demand recommitment for hearing of caucus measure with date fixed sufficiently in advance to assure adequate representation."

The Speaker refused in a letter to this Association to permit a hearing on the new bill.

Position Defined

Daylight Saving Resolutions Adopted by Directors

The Board of Directors of The Merchants' Association, after a careful consideration of the situation in the Legislature with respect to Daylight Saving, adopted a resolution declaring in favor of the bill introduced by Assemblyman Booth of Utica, opposing the suggestion of local option in Daylight Saving.

Position of The Association Defined

The position of The Association is stated in the following preambles and resolutions adopted by the Board of Directors:

"Whereas, Several bills affecting

GOVERNOR MILLER INFORMED OF CITY SENTIMENT

the daylight saving law in this State are pending in the Legislature, and particularly Assembly bill print Number 337, introduced by the Assembly Committee on Agriculture, repealing the State daylight saving law, and Assembly bill print Number 257, introduced by Mr. Booth, mending the State daylight saving law so as to provide for daylight saving from the last Sunday in April of each year until the last Sunday of September of each year, thus substituting a daylight saving season of five months in place of seven; and

"Whereas, The Merchants' Association of New York has heretofore been an earnest advocate of the retention of the daylight saving reform; and

"Whereas, In order to test the sentiment of employees in the City of New York with regard to the continuance of daylight saving, The Association recently asked New York City employers to poll their employees on the subject, with a result that out of a total of 260,672 votes cast, 248,580 were recorded in favor of daylight saving and only 12,092 opposed, demonstrating the fact that 95.3 per cent of the employees are in favor of the retention of the daylight saving law; and

"Whereas, Dr. Royal S. Copeland, Health Commissioner of New York City, has earnestly warned the Legislative Committees on Agriculture against the repeal of the daylight saving law saying that it would make the task of checking epidemics of communicable diseases, such as typhus, bubonic plague, cholera and tuberculosis much more difficult, and calling attention to the overcrowded condition of the congested portions of the City, particularly in the poorer quarters, where entire families are often compelled to live in one room; and asserting that the extra hour of daylight will not only relieve to an appreciable extent such conditions of overcrowding, but will make the spread of disease more difficult by increasing the power of resistance; and

"Whereas, Additional daylight saving bills are said to be in course of preparation, among them a bill to give the various localities of the State local option in the matter of daylight saving, and a bill providing that the present law shall remain in force

To Governor Miller

NATIONAL TUBERCULOSIS ASSOCIATION

381 Fourth Avenue
New York City

February 15, 1921.

Governor Nathan L. Miller, State Capitol, Albany, N. Y.

My Dear Sir: Relative to the movement in behalf of the retention of daylight saving in the State of New York, and elsewhere throughout the country, I beg to state that the National Tuberculosis Association adopted the following resolution in 1919:

"Whereas, The National Tuberculosis Association has always advocated a maximum of sunlight and fresh air as a means of prevention and cure of tuberculosis; and

"Whereas, The said Association considers the present daylight saving law an aid in preserving the general health of the country, and, in particular, a help in the prevention of tuberculosis; be it

"Resolved, That the National Tuberculosis Association views with concern the present effort to abrogate the Daylight Saving Law, and hereby protests against any effort that shall tend to stop the operation of that law."

Yours respectfully,
CHARLES L. HATFIELD,
Managing Director.

until the question of its repeal has been submitted to the voters at the polls in the form of a referendum; therefore, be it

"Resolved, That The Merchants' Association of New York emphatically reaffirms its attitude in favor of daylight saving and earnestly protests against the repeal of the present daylight saving law, and urges the enactment of Assemblyman Booth's bill shortening the daylight saving season to five months; and be it further

"Resolved, That The Merchants' Association protests against the enactment of a daylight saving local option bill, and demands to be heard in opposition before such a bill is put upon its final passage in the Legislature; and be it further

"Resolved, That if the Legislature is bent upon repealing the State daylight saving law, The Association

urges that the repeal be made contingent upon the results of a daylight saving referendum to be taken on Election Day, next November, when the question may be submitted to all the voters of the State; and be it further

"Resolved, That a copy of these resolutions be forwarded to Governor Nathan L. Miller and to each member of the Legislature."

Governor Gets Proof

Result of Daylight Polls Is Submitted to Executive

Original duplicate returns of a poll made by New York City employers of their employees on the question of Daylight Saving showing that out of 260,672 votes cast in 4,400 business establishments, 248,580, or 95.3 per cent, favored Daylight Saving, have been sent to Governor Miller by The Merchants' Association. The Governor is informed that information received by The Association warrants the belief that a sentiment similar to that expressed by the workers of this City prevails in most of the cities of the State, and in view of this overwhelming demand from a large majority of the population, The Association respectfully submits that their wishes should prevail.

Full Report of Hearing Sent

With the returns of the voters cast, a stenographic report of the hearing given by the Agricultural Committees of the Senate and Assembly on the Daylight Saving bills on February 2, including the strong argument made by Health Commissioner Copeland in which he demanded Daylight Saving as a valuable weapon for fighting epidemics of cholera, typhus fever, and bubonic plague, all of which are now prevalent in Europe, was sent.

The letter of transmittal reads as follows:

"While there is, maybe, room for honest difference of opinion as to the desirability of the Daylight Saving Law in so far as it affects only the comfort, convenience and incomes of the people, there is no room for such difference when it is shown that Daylight Saving is of vital importance in protecting and promoting the public health.

"In a hearing before the Assembly Committee on Agriculture, February 2,

CONSTITUTION IS ADOPTED FOR THE EASTERN ZONE

Dr. Royal S. Copeland, Health Commissioner of this City, in a forcible address, made that relation clear.

City Congestion

"A large part of the city population of this State lives under conditions of extreme congestion and unsanitary surroundings, which seriously impair their powers of resistance to disease. Sunlight and open air are the antidotes. They powerfully promote health and provide the stamina necessary to resist disease. Daylight Saving makes possible to millions the enjoyment of healthgiving conditions of which they would be deprived without it.

"Dr. Copeland shows that we are menaced, as a sequence to conditions in Europe and Asia, with typhus fever, bubonic plague and cholera, all of which have already been transmitted to this country, with the probability that they will become epidemic unless vigorously combatted. He also shows the danger of tuberculosis as a consequence of the present overcrowding due to insufficient housing. He points out that in epidemics rural regions often suffer more than cities owing to lack of medical attendance. He contends, therefore, that daylight saving, as one of the most efficient checks upon the spread of disease, is of great benefit to the rural as well as to the urban population, and urges its retention as a health measure for the protection of the entire population of the State.

Majority Live in Cities

"Turning to another aspect of the subject, we invite your attention to the great preponderance of urban population in this State—over 80 per cent. of the whole. Careful inquiry has assured us that in all the principal cities of the State an overwhelming majority of the citizens want daylight saving. A limited canvass made by us in this City resulted in 260,672 votes, of which 248,580, or 95.3 per cent, favored daylight saving.

"We respectfully submit that the sentiment of the great majority of the population should be respected. We believe, however, that a just compromise might be reached by reducing the time during which the daylight saving law shall be operative, from seven months to five months.

"Such an amendment would remove a very large part of the objections now made by farmers. The Local Option proposal, on the other hand, would

The Farmer Veto

The Hon. Benjamin H. Bishop, President of the Incorporated Village of Southampton, Long Island, writes to The Merchants' Association as follows:

"I am in receipt of your circular on 'Daylight Saving,' and I am in full accord with what it says. Although this Village is situated near a farming section, a large majority wants Daylight Saving law to remain. Last year, when there was danger of its repeal, I took quite an interest to sound out all the incorporated villages of Suffolk County, and found they favored the law. I also received a letter from President Peters of the Long Island Railroad that they were in favor of it. While the farmer, of course, is not in favor of it, it does not hurt them half as much as they would try to make you believe."

create serious confusion as to time throughout the State, and particularly would cause extreme inconvenience to the entire traveling public. In our opinion uniformity of time is indispensable, and no legislation which legalizes diversity will meet either the needs of the wishes of the great majority of the people."

In Eastern Zone

Constitution Adopted by Daylight Saving Association

Much interest is being shown in the meeting held in the Assembly Room of The Merchants Association on February 9, which resulted in the formation of the Eastern Zone Daylight Saving Association.

Seeking Federal Law

Representatives of forty-eight commercial organizations attended this meeting. It was the unanimous sentiment that an organization should be created to work for the enactment of a Federal law providing for daylight saving on a five-months' basis.

For the purpose of selecting members of the preliminary or temporary Board

of Directors, the meeting authorized the appointment of a committee composed of Mr. Robert Garland of the Pittsburgh Chamber of Commerce, Mr. Clarence A. Cotton of the Providence Chamber of Commerce, and Mr. S. C. Mead, Secretary of The Merchants' Association.

Other Organizations Invited

It was also the unanimous sentiment of the meeting that all commercial and trade organizations in the Eastern Time Zone not represented at the meeting should be invited to join The Association as charter members, and urgently requested to cooperate in securing the passage of the Edge-Ackerman bills pending in Congress, by immediately telegraphing and writing to the Senators from their States, as well as to their local Representatives in Congress, urging them to insist upon the passage of these bills during the present Congress; and that such organizations should immediately communicate with their constituent members, recommending and urging that they take similar action at once.

In accordance with this action, an invitation has been issued to organizations in the Zone to cooperate with The Association.

The Constitution Adopted

The Constitution of the new organization reads as follows:

I NAME

The name of the Association shall be The Eastern Zone Daylight Saving Association.

II OBJECT

a. The object of the Association shall be to encourage the restoration and retention of daylight saving in the municipalities and States comprising the Eastern Time Zone of the United States, both by Federal and local action, and to that end the Association shall study and consider proposed legislation, collect and disseminate useful data on the subject, and be prepared to advise and assist in securing the accomplishment of that object.

b. Being convinced from the experience of other countries, and from the experience gained in the United States during the two years daylight saving was in operation under Federal Law, that daylight saving is of incalculable benefit and advantage to the greatest number of people in the Eastern Time Zone; among other reasons because it promotes health, increases efficiency, conserves coal, reduces bills for lighting, benefits business through improving working conditions of employees, The Association favors the establishment of Daylight Saving in the Eastern Time Zone.

III MEMBERSHIP

Membership shall be of two classes:
1. Organization members, which class shall include any organizations not organized for private purposes.

2. Individual members, which class shall include any individual, firm or corporation interested in the restoration and retention of daylight saving.

The organizations and individuals participating in the meeting at which this constitution is adopted, held February 9, 1921, shall, upon

COMMERCIAL ORGANIZATIONS JOIN IN THE CAMPAIGN

ratification, in the case of organizations, constitute the charter members of the Association. All members subsequently admitted shall be elected by a majority vote of the Board of Directors, upon application in such form as the Board shall determine.

IV MANAGEMENT

The affairs of the Association shall be managed and directed by a Board of Directors composed of three from each State in the Eastern Time Zone, who shall be duly accredited representatives of members.

A quorum for the transaction of business shall consist of ten directors. The directors shall be elected by the Association at its organization meeting, and annually thereafter. The Board may fill all vacancies therein for the unexpired terms. It shall elect a President, and shall select from the directors one Vice-President from each State in the Eastern Time Zone, and they shall likewise serve as President and Vice-Presidents of the Association. The President, when not an elected director, shall be ex-officio a member of the Board, with all the rights of a director. The Board shall appoint a Secretary, not necessarily a member of the Board, who shall act as Secretary both of the Board and of the Association. The Board shall appoint a Treasurer of the Association, and may, in its discretion, dispense with the office of Treasurer and appoint a bank as depository of the Association's funds, which shall be paid out only on checks signed by the President and Secretary.

The duties and powers of the officers shall be those usual and customary in associations of the same general character.

The Board of Directors shall organize as promptly as possible after the adjournment of the organization meeting of the Association, and may provide for and regulate its own meetings in its discretion.

Any director unable to be present at any meeting of the Board may appoint a proxy in writing.

V

MEETINGS OF THE ASSOCIATION

Meetings of the Association shall be held at least once a year, at a time and place to be fixed by the Board of Directors. Special meetings may likewise be called by the Board, in its discretion, or the Board may depute such authority to the President.

VI

VOTING AT ASSOCIATION MEETINGS

At meetings of the Association, each member body may be represented, in its discretion, by delegates not to exceed five in number.

Voting at meetings of the Association shall be conducted according to a plan to be devised by the Board of Directors.

VII FINANCES

The finances necessary to support the Association shall be raised according to a plan to be formulated by the Board of Directors.

VIII AMENDMENTS

Amendments to this Constitution may be made at any regular meeting of the Association, or at any special meeting called on thirty days' notice, the notice including a copy of the proposed amendments, and may be adopted by a majority vote.

For Daylight Saving

Organizations Which Have Joined the State Campaign

The following is a list of New York City organizations which have endorsed the five months' daylight saving bill, the passage of which is being advocated by The Merchants' Association:

American Paper and Pulp Association
Bronx Board of Trade
Brooklyn Chamber of Commerce

Chamber of Commerce of the Borough of Queens

Chamber of Commerce of the State of New York

Citizens' Union

Central Mercantile Association

Community Councils of the City of New York

Corset Manufacturers' Association

Crockery Board of Trade

Dress and Waist Manufacturers' Association

Fifth Avenue Association

Forty-second Street Property Owners' and Merchants' Association

Harlem Board of Commerce

Hotel Association of New York

Italian Chamber of Commerce

Jewelers' Board of Trade

National Association of Credit men

National Efficiency Society

National Wholesale Grocers' Association

New York Board of Trade and Transportation

New York Coffee and Sugar Exchange

New York Community Service

New York Cotton Exchange

New York Daylight Saving Association

New York Produce Exchange

Real Estate Board of New York

Retail Dry Goods Association

Rotary Club of New York

Silk Association of America

Stationers' and Publishers' Board of Trade

The City Club

The Merchants' Association of New York

Thirty-fourth Street Board of Trade

Wholesale Shoe League

Woodhaven Civic Association

Outside the City

The following organizations outside of the City of New York have endorsed the bill:

Albany Chamber of Commerce

Amsterdam Board of Trade

Beacon Chamber of Commerce

Buffalo Chamber of Commerce

Geneva Chamber of Commerce

Gloversville Chamber of Commerce

Hoosick Falls Chamber of Commerce

Hudson Chamber of Commerce

Ilion Chamber of Commerce

Jamaica Board of Trade

New Rochelle Chamber of Commerce

Nyack Chamber of Commerce

Oswego Chamber of Commerce

Peekskill Board of Commerce

Plattsburg Chamber of Commerce

Rome Chamber of Commerce

Schenectady Board of Trade

Seneca Falls Citizens' Club

Syracuse Chamber of Commerce

Utica Chamber of Commerce

Yonkers Chamber of Commerce

Associated Industries, Buffalo

New York State Conference of Mayors

Commercial Bodies

Action Taken for Daylight Here and Elsewhere

In addition to the replies received from commercial organizations which have already been printed in "Greater New York," the following have come to hand:

The Queens Chamber

Mr. Walter I. Willis, Secretary of the Chamber of Commerce of the Borough of Queens:

"We are in receipt of your circular letter of January 26th, relative to daylight saving and suggesting we take a poll of our membership of their employees. We did this a year ago and received only one vote in the negative.

"We have today communicated with the Senators and Assemblymen of Queens County urging their favorable consideration of the pending bills which would restore daylight saving."

Produce Exchange

The following resolution protesting against the repeal of the daylight saving law has been adopted by the New York Produce Exchange:

"Resolved, That this Exchange opposes the repeal of the daylight saving law, but endorses the movement to amend same so as to provide for daylight on a five months' basis, from the last Sunday in April until the last Sunday in September."

Bronx Board of Trade

Mr. Charles E. Reid, Executive Secretary of The Bronx Board of Trade, has sent the following letter to Speaker Gillett of the House of Representatives in Washington, Governor Miller and the New York legislative leaders, defining its position towards daylight saving:

"Our Board of Trade has always supported the daylight saving measure, believing it to be in the best interests of the public, as we find the turning of the clocks to utilize effectively the longest hours of daylight in summer has served the health, comfort and convenience of the people.

"I would submit herewith a copy of

STRONG DAYLIGHT DEMAND FROM BUSINESS HOUSES

resolution adopted by our Board of Trade on this most important subject, and sincerely trust that you, as our representative, will use your efforts to prohibit any legislation that will repeal the State statute for daylight saving.

"We are now advocating the five-month plan, or from May 1 to October 31, instead of the seven-month plan, as that was too long, and interfered with some interests, where the five-month plan is much better and will hardly interfere with anyone. On the contrary, it will benefit the many.

"The new five-month plan is to be presented, and we hope adopted, by all of the Atlantic Coast States, so that we may all work in unison.

"Resolved, that, recognizing fully the advantages of the daylight saving and believing the 'extra hour of light' law to be for the best interests and conducive to the general welfare of the people of the City and State of New York, The Bronx Board of Trade hereby urges the members of the State Legislature to prohibit any legislation that will repeal the State statute for daylight saving."

Port Washington Taxpayers

Mr. Frederick L. Kraemer, Chairman of the Committee on Resolutions of the Port Washington Taxpayers' Association, sends the following resolution which has been adopted by that Association:

"At a meeting of the Port Washington Taxpayers' Association, held on January 27, 1921, it was regularly moved and seconded and unanimously carried, that the following resolution be adopted:

"Whereas, It has come to the notice of this Association that efforts are being made to repeal the Daylight Saving Law in the State of New York; and

"Whereas, The daylight saving law, in the opinion of this Association, is one of the most progressive and economical laws ever enacted for the general welfare of the citizens of this State; now therefore be it

"Resolved, That the Taxpayers' Association of Port Washington support and urge our Representatives in the Assembly and Senate to use all their efforts to defeat any attempt to repeal the daylight saving law; but if necessary, to agree to such amendments to limit its period to five months in the Eastern Time Zone; and be it further

"Resolved, That a copy of this resolution be sent to our Representatives at Albany."

Mr. H. D. Knight, Secretary of the

Citizens' Club of Seneca Falls, says that his organization has communicated with Governor Miller and with the members of the Legislature from the Seneca Falls district in favor of daylight saving.

Mr. L. L. Saunders, Manager of the Oneida Chamber of Commerce, writes that the Chamber has informed Assemblyman J. Arthur Brooks of its desire that he oppose the repeal of the State daylight saving law.

From Business Houses

Strong Reasons for Daylight Saving Are Given

Mr. Henry A. Jackson, Secretary of the Little-Preuss-Hartmann Company, in forwarding a poll of his employees to Assemblyman Daniel P. Witter, Chairman of the Assembly Committee on Agriculture, which will give a hearing on the Daylight Saving bills, says:

"During the time that daylight saving was enforced in 1920 by a unanimous vote of the employees, we worked an hour longer for five days in the week from Monday to Friday inclusive and were closed all day Saturday.

Independent Action Impossible

"We cannot do this without daylight saving and I cannot speak too highly of the success of this plan. The employees have even asked that in case the present law was unfortunately repealed, we run our factory on daylight saving time, but this is of course impossible if the rest of the City does not follow suit.

"We understand that the demand for the repeal of daylight saving comes from the farmers and agricultural interests. I have seen it stated in reliable publications that these average about fifteen to eighteen per cent of the population and we therefore feel that it is unfair to repeal the daylight saving law as wanted by fifteen per cent of the population when eighty-five per cent, or nearly that, is in favor of retaining it.

Prefers Seven Months

"We even feel that the reduction in time from seven to five months is a mistake, although if it has to be that way as a compromise, even that would be better than the repeal of the law.

"Many of our employees live at quite a distance from our factory, which is located at the above address with our office, and even those coming from Brooklyn, Bronx, etc., are among the strong-

est in favor of daylight saving for seven months as it stands on the books today."

From Strauss Brothers

Strauss Brothers and Company in forwarding the poll of their employees to Assemblyman Witter, wrote:

"We might say that while all of our employees consider the daylight saving law a wonderful benefit in the summer months, a very large majority of them think that its ideal application would be to have the period of its existence from about April 1st to about October 1st. We are mentioning this fact as we believe that your intention is to obtain all the information possible."

Mr. James Carruthers has sent the following letter to Assemblyman Witter:

"In reference to the daylight saving proposition, the writer comes in contact with a great many employing printers, lithographers and folding box manufacturers and in talking to them about the daylight saving law, everyone has been in favor of same from the first of April to the first of November, and I believe to repeal that law would be a crime.

"Anything that tends to prolong the day so that people may have a nice long evening in order to enjoy their home and the good things of life, also helps to prolong life, and I am heartily in favor of it, and trust that this law may not be repealed.

"Should it be repealed, I am frank enough to say it is going to make each large city pass a daylight saving law of its own, whereas it would be much better if it were made universal throughout the State."

"Most Satisfactory"

Mr. Charles T. Bell, of the Bell Electric Motor Company, in writing to Assemblyman Witter in protest against the proposed repeal of daylight saving, says:

"It has proven most satisfactory to me and as far as I can find out to many others. It has proven most economical and very profitable to the city and factory workers. It makes the day more enjoyable by allowing a little daylight in our homes after work. It has made possible better gardens, that are cultivated by thousands of office and factory workers and thus reduced our daily expenses which is so very important now and to be more so in the near future. I can see no reason why the farmers cannot start their work at any hour they deem best to avoid the dew of early mornings. Many lines of business have their working day limited by law, but

POLLS SHOW AN OVERWHELMING SENTIMENT IN CITY

the farmer works according to the daylight and can start when he pleases and stop the same way."

Yale and Towne Company

Mr. Henry R. Towne, Chairman of the Board of Directors of the Yale and Towne Manufacturing Company and a former President of The Merchants' Association, has written to Senator Schuyler M. Meyer as follows:

"I imagine that you are an advocate, on your own behalf, of daylight saving, and therefore need no urging to support the movement now pending to maintain it in this State. As one of your constituents, however, I desire to urge you to do all in your power to secure this result. The proposal to make it a matter of 'local option' is better than a complete repeal, but the experience under this plan last summer in Connecticut showed that it is productive of great confusion and inconvenience. A large majority of our people want daylight saving. A very small minority would be inconvenienced by it, but these persons have persuaded others, who constitute a considerable minority, to support them. The issue thus squarely presented is, whether or not the democratic rule shall be observed, that the clearly expressed wishes of the majority shall prevail.

"In the case of the dairy farmers, I appreciated that there may be real inconvenience, although none such as to constitute a 'hardship,' but as to all other farmers (except truck farmers) I can see no reason why they should not regulate their working hours by standard, instead of by clock time, during the summer, and thus maintain their accustomed habits.

"As indicative of the general sentiment on this subject, I may mention that the 4,000 and more employees in our Works at Stamford, Connecticut, are practically unanimous in desiring the maintenance of daylight saving."

The Equitable Life

The Equitable Life Assurance Society, in sending the vote of its employees, 1,723 in favor of daylight saving and 113 opposed, added:

"It gives us great pleasure to cooperate with you in every way possible. In this particular instance, we are pleased to report our vote as attached, and wish you success in your endeavor. We shall be pleased to keep in touch with you."

Messrs. A. and J. H. Stoddard, New York Underwriters Agency, have written to Chairman Witter as follows:

"We understand that certain elements of the rural population of New York State are agitating for the repeal of the daylight saving law. As the urban population of the State constitutes the large majority of the total population, we believe that the views of City dwellers on this subject should be ascertained."

Mr. Frederick W. Kelsey, President of F. W. Kelsey Nursery Company, has written to Governor Miller as follows:

"May I, on behalf of this company and for myself, express emphatic approval of the plan to restore and continue the so-called plan of daylight saving?"

"Your good offices in this direction I am confident will be appreciated by a very great majority of the people in the eastern portion of the State, hence by a large majority of the people of the State."

Joseph Wild and Company have written to Chairman Witter regretting that it was impossible to take a poll of the employees of the concern regarding daylight saving owing to the fact that its mills are closed. The letter continued as follows:

"This question has been before us so many times, owing to the attempts of certain interests trying to have the law repealed, that we are in a position to state that our employees are thoroughly in favor of the continuance of the daylight saving law, as in vogue for the past two years. They have their athletic associations, and this additional time gives them the opportunity for practice, which they would be deprived of, were the law repealed. In speaking with them on previous occasions, they have all strongly approved of the law, and what ever their pleasure is, naturally, also our wish.

"We, therefore, trust that there will be no change and that you, as well as our individual representatives, will use your efforts to keep this law in effect."

The Cotton Exchange

The New York Cotton Exchange canvassed its employees and members' floor clerks on the question of daylight saving and found that the vote was unanimous, 212 voting in favor of the daylight saving law.

The Guaranty Trust Company reports that out of 3,155 employees voting, 3,026 were in favor of daylight saving and 129 opposed.

The United States Steel Corporation canvassed 225 employees in its executive offices of whom 214 voted in favor of daylight saving and eleven opposed.

S. D. Woodruff and Sons, seed growers, 119 Washington Street, reports that its entire organization of one hundred employees are unanimous in favor of daylight saving on a five months' basis.

The H. D. Roosen Company, 406 West Thirty-first Street, manufacturers of colors and printing inks, has written to Chairman Witter as follows:

"We have made a personal canvass of a number of our employees and enclose you herewith blank showing that one hundred per cent are in favor of daylight saving. It would appear to us to be entirely unfair to have the very small percentage of the population of the State of New York who are in favor of repeal to rule the great majority whom we confidentially believe as above stated are in favor of more daylight, and to whom this extra hour during the warmer months of the year means so much.

"We therefore sincerely urge and beg for your support to our views expressed above."

Wants Daylight Saving Continued

The American Chiclé Company has written to Governor Miller and to its members of the Legislature as follows:

"We, most urgently request that the Daylight Saving law be retained on the statute books of our State. Our business has been benefitted through the operation of the daylight saving law, by the bettering of the conditions of our employees. Daylight saving makes for increased efficiency in industry. The saving of coal is conserving the natural resources of our country and it seems to us it would be a calamity to repeal a law which is of such great benefit to the large majority of people in this State.

"Trusting that you will see your way clear to use your influence against the repeal of the existing daylight saving law—also that you will endeavor to make the period of daylight saving five months instead of seven—we beg to remain, etc."

Voted 201 to 11

Mr. Z. L. Potter, Business Manager of the New York "Evening Post," writes that a canvass has been made of the various departments of that newspaper on daylight saving, with the following result: In favor of daylight saving, 201; opposed, eleven.

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The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
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THE MAJORITY IN THE STATE ASSEMBLY ATTEMPTS TO IGNORE THE WISHES OF A MAJORITY OF THE PEOPLE OF THE STATE

The leaders of the majority in the lower branch of the State Legislature, disregarding the conclusive proof submitted to them that a large majority of the people of the State want Daylight Saving continued, last week invoked a caucus in order to compel Republican members of the Assembly to ignore the wishes of their constituents and to vote in favor of repealing the State Daylight Saving Law.

By way of giving authority to this action, the leaders told the members that the Republican platform had declared in favor of the repeal of the law. Upon the basis of this statement they induced seventy-eight Republicans to agree to a proposal to repeal the State Law and to give the cities of the State, each for itself, the right to determine whether it shall have Daylight Saving, the kind of Daylight Saving it shall have, and the time limits within which it shall continue.

The Republican State platform contained the following provision:

"We pledge ourselves to an amendment of this law so that it shall not apply to rural districts while preserving to the more populous municipalities the continuance of the law unless they exercise their option to change it."

It will be seen at a glance that the majority caucus, instead of carrying out this provision of the State platform, ignored it as completely as it ignored the demand of the majority of the people for the continuance of Daylight Saving. Instead of "amending" the law, it voted to repeal it. Instead of "preserving" it for the more populous municipalities, it decided to force each city to make its own law on the subject. Evidently, therefore, the caucus was as much at variance with the platform as it was with the principles of representative government.

No Republican member, by any stretch of party authority, can properly be called upon to obey such a mandate.

The Merchants' Association has declared its opposition to such a form of Daylight Saving local option as that declared for by the caucus, and it has demanded a hearing for the purpose of making the reasons for its opposition known. In brief, these reasons are that the operation of the ill-considered plan suggested by the caucus would bring about intolerable confusion among the different localities of the State. It is obvious that this is precisely the result that the enemies of Daylight Saving desire, because it would make Daylight Saving so unpopular that its complete elimination would be comparatively easy.

The City of New York has thirty-three Republican members of the Assembly, and the people of the City confidently expect every one of them to represent the City and not the farming districts of the State, which have their own representatives in the Assembly. The Association will continue its opposition to the passage of any repeal bill through the Legislature, and it believes that it will have the cooperation of every other commercial organization of the State in this campaign. The caucus was able to muster only two votes more than the number required for passing a bill in the Assembly, and the campaign, therefore, holds out an encouraging prospect of success.

The request for a hearing on the new bill was entirely natural. Very strong reasons exist against its passage. It would not only create intolerable confusion throughout the State but it does not even accord with the Republican platform's promise to give local option to the cities "unless they exercise their option to change it." The refusal of a hearing is to be regretted.

But if a repeal bill should be forced through the Legislature by the means which are being adopted, the campaign for Daylight Saving will be continued. The popular majority in its favor is so great that the success of such a campaign, vigorously pressed, cannot for a moment be doubted.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

BUSINESS MEN INSPECT NEW STATEN ISLAND PIERS

Dock Commissioner Murray Hulbert Invites Representatives of The Merchants' Association to Examine Means for Reaching the Improvement in Richmond Borough

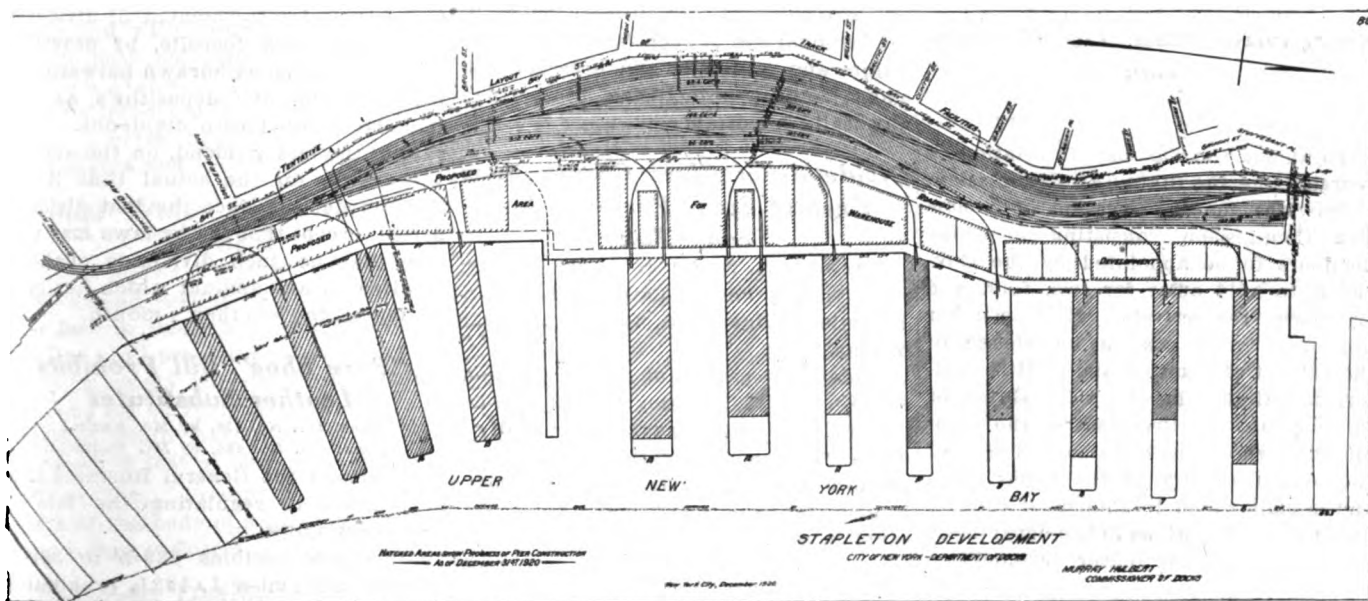
At the invitation of the Hon. Murray Hulbert, Commissioner of Docks, The Association's Committee on Harbor, Docks and Terminals, together with the corresponding Committee of the Chamber of Commerce of the State of New York,

use in the near future. Upon its completion it will afford a great and much-needed expansion of this City's dock facilities.

The members of the party were much gratified to find the work in such an advanced stage of progress, and compli-

tically give a direct route and eliminate all grades, can be obtained only by the assent of the United States Government.

The visiting committee agreed with the Commissioner that the proposed connecting right-of-way to give direct ac-



PLAN OF THE NEW ONE THOUSAND FOOT PIERS UNDER CONSTRUCTION BY THE CITY ON STATEN ISLAND

last Tuesday inspected the new City dock development at Staten Island. Other members of the party included Dock Commissioner Hulbert, Chief Engineer Keller, and other members of the Commissioner's staff.

Twelve New 1,000-Foot Piers

This important improvement comprises twelve piers over 1,000 feet long, having a maximum width of 200 feet and slips 300 feet wide. Adjoining the bulkhead inshore, provision is made for an extensive series of warehouses and for large railroad yards, by means of which connection can be made with all railroad lines serving the city.

This is the largest pier development yet undertaken by the City as a unit and at one time, and the speed with which the project has progressed is unprecedented. Although work was begun only about a year ago, several of the piers are rapidly approaching completion, and work is being pushed upon them all with great vigor and speed, so that the entire development will be available for

mented the Commissioner and his Chief Engineer upon the excellence of the plans and upon the manner in which they are being carried out.

Right of Way Needed

The particular purpose of the trip was to study the means of access to the City's new properties. The plans provide for a marginal way giving immediate access to warehouses and piers, but under present conditions the access to such marginal way is indirect and inconvenient. The main street from which access must be gained is some fifty feet above the level of the pier properties, and undesirable grades will make trucking conditions difficult.

These difficulties can be overcome if a connecting right-of-way can be secured on the north. A part of the site necessary for such a right-of-way to connect with the marginal street is now occupied by the plant of the United States Light House Service. This Federal property is not subject to condemnation, and a right-of-way through it, which will prac-

cess to the City's property by a street without difficult grades is highly desirable. It is the purpose of the Commissioner to endeavor by negotiation with the United States to secure the rights necessary for this important detail. In this effort he will probably have the strong support of the committee, who fully agreed with the Commissioner as to the necessity for the proposed street.

TRAFFIC COURT FINES

Those who failed to heed the City's traffic regulations contributed \$384,625 to the City Treasury during the old year. In the five years that Traffic Court has been in operation the fines have aggregated \$1,031,790. The total for 1920 constituted a new annual record, exceeding the total fines for 1919 by \$122,130.

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LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Reorganizes State Tax Commission

(Sen. Int. No. 311, by Mr. Davenport.)
(Assem. Int. No. 429, by Mr. Judson.)

To amend the Tax Law in relation to reorganizing the State Tax Commission.

Provides for the creation of a new Tax Commission consisting of three members to be appointed by the Governor, to hold office for two, four, and six years, respectively. Each member appointed must possess knowledge of the subject of taxation and skill in matters pertaining thereto. The Governor to designate the President of the Commission, who is to have sole charge of the administration of the department, and is empowered to abolish or consolidate existing positions in the department and to remove any officer or employee thereof.

The powers and duties of the State Comptroller relating to corporation taxes, inheritance taxes, stock transfer taxes and personal income taxes; and the powers and duties of the Secretary of State, under the Highway Law, in relation to motor vehicles are transferred to the new commission, effective July 1, 1921. The powers and duties of the present Tax Commission, including the administration of all State tax matters are conferred upon and continued in the new commission.

The purpose of this measure is to centralize under a single jurisdiction the present scattered and divided administrative authority and machinery relating to the collection of various State taxes. It is estimated that the State's tax affairs can be administered by the new commission at an annual saving of about \$1,000,000.

Manufacturing in Tenements

(Sen. Int. No. 344, by Mr. Meyer.)

To amend Article 7 of the Labor Law in relation to the manufacture of articles in tenement houses.

Provides that, subject to certain ex-

ceptions, no tenement house or part thereof in first or second class cities shall be used for manufacturing, altering, repairing or finishing any articles for a factory. Included in the exceptions are bakeries in cellars, shops on ground floor with entrance from street, employment by a tenant family of tailors, seamstresses, or milliners on work for personal use of such family, licensed tailors and milliners, and dressmakers' shops, and manufacturing by persons physically handicapped.

Dividends of Close Corporations Exempt from Personal Income Tax

(Assem. Int. No. 680, by Mr. Judson.)

To amend the Tax Law in relation to deductions allowed from gross personal income.

Adds new paragraph to subdivision 2 of Section 359, to provide that income received during the taxable year as dividends from a corporation paying the business corporation franchise tax may be deducted from a taxpayer's gross personal income; provided that a corporation paying such dividends has not more than five stockholders, that its capital stock is not a material income-producing factor, but that its income is to be ascribed primarily to the activities of the principal stockholders who are themselves regularly engaged in the active conduct of the affairs of the corporation, that the total sum paid by it to elected officers is not more than fifteen per centum of its entire net income and that the taxpayer in his return shows the facts with respect to the nature of the corporation and its liability under the business corporation franchise tax law.

Marine Insurance Corporations

(Sen. Int. No. 331, by Mr. Townner.)
(Assem. Int. No. 605, by Mr. Gardner.)

To amend Section 150 of the Insurance Law in relation to marine insurance corporations.

Provides for the incorporation, by thirteen or more persons, of companies doing a business of marine or inland marine or transportation insurance, against any risk whether to person or property, including liability for loss or damage to either arising out of construction, repair, operation, maintenance or use of the subject matter of such

primary insurance, but not including life insurances or surety or fidelity bonds.

Interest on Savings Accounts

(Sen. Int. No. 360, by Mr. Katlin.)
(Assem. Int. No. 185, by Miss Smith.)

To amend section 256 of the Banking Law in relation to payment of dividends on savings bank deposits, by providing that if money be withdrawn between dividend periods the depositor's account shall be credited with dividends, at the rate of the last dividend, on the amount withdrawn, for the actual time it has been on deposit since the last dividend period, except that the by-laws may provide that no such dividends shall be credited on any amount which has been on deposit for less than a month.

"Pure Shoe" Bill Prohibits Leather Substitutes

(Sen. Int. No. 439, by Mr. Karle.)
(Assem. Int. No. 664, by Mr. Caulfield.)

To amend the General Business Law in relation to regulating the sale of boots and shoes.

Adds new Sections 389-b to 389-d, effective September 1, 1921, prohibiting the sale of any boot or shoe with a counter, sole, insole, middle sole, or slip sole made in whole or in part of leather-board, strawboard, leatheroid, fibre-board, horn fibre, pate or any other substitute for leather whatsoever, unless a printed tag is securely affixed to each boot or shoe, in plain sight and in the English language, stating what substitute for leather, if any, has been used, designating each part of such boot or shoe where such substitute has been used. And if no substitute for leather has been used, the tag shall bear a statement to that effect. The removal of such tag upon a sale of any boots or shoes, by any person other than by the purchaser, is made a misdemeanor.

This prohibition is not to apply to the use of a rubber heel on any boot or shoe, or eyelets, or straps used to assist in pulling on the boot or shoe.

Conspiracy Law to Apply to Dairymen and Farmers

(Sen. Int. No. 228, by Mr. Downing.)

To amend Section 582 of the Penal Law, by providing that the provision against conspiracies shall apply to as-

LEGISLATURE GETS A STRIKE PREVENTION MEASURE

sociations of farmers, gardeners or dairymen or to contracts or combinations heretofore or hereafter made by such associations or members in making collective sales and marketing.

Requires Green Lights on Motor Trucks

(Assem. Int. No. 589, by Mr. Brundage.)

To add new Section 286-c to the Highway Law, requiring every auto truck or trailer more than 6½ feet in width and with capacity of one ton or over to have attached, while being operated on highways outside of cities, at extreme left-hand side and above headlights, a green light visible from front after sunset and before sunrise.

Permits Wider Racks on Motor Trucks

(Sen. Int. No. 329, by Mr. Campbell.)

To amend Section 282-a of the Highway Law in relation to auto trucks and trailers, by providing that racks for carrying empty barrels, boxes and baskets and for carrying hay, straw and unthreshed grain may have width of not to exceed 8 feet at base of rack and 12 feet at top. Present law limits the width of the body of auto truck or trailer to 8 feet, inclusive of load.

Broadens Definition of Libel

(Assem. Int. No. 529, by Mr. Rayner.)

To amend the Penal Law in relation to libel.

Section 1340 is amended to read as follows: (new matter in italics)

§ 1340. Libel defined. A malicious publication, by writing, printing, picture, effigy, sign or otherwise than by mere speech, which exposes any living person or the memory of any person deceased, *or in whole or in part, as a class those belonging to any race, religious denomination, sect or order, to hatred, contempt, ridicule or obloquy, or which causes or tends to cause any person, or in whole or in part, as a class those belonging to any race, religious denomination, sect or order, to be shunned or avoided, or which has a tendency to injure any person, corporation or association of persons, in his or their business or occupation, is a libel.*

Would Prohibit Cover Charge by Hotels and Restaurants

(Assem. Int. No. 542, by Mr. Lieberman.)

To amend the General Business Law in relation to charges by hotels and restaurants.

Adds new Section 206-a, to read as follows:

§ 206-a. Charges by hotels and restaurants. For the privilege of entering any restaurant or any restaurant connected with any hotel or any other part of any hotel, or for the privilege of sitting at a table in any such place, no covert or cover charge or fee, or any other charge or fee additional to that charged for food, victuals or articles actually furnished, shall be claimed, exacted, solicited or received from any person unless such person has been expressly notified of the intention to make such charge. Each

hotel, restaurant or other place claiming, exacting, collecting or receiving any such charge shall be, for all purposes of municipal regulation and taxation, deemed to be a theatre.

Permits Comptroller to Settle Tax Arrears

(Sen. Int. No. 418, by Mr. Smith.)

(Assem. Int. No. 651, by Mr. Frerichs.)

To amend the Greater New York Charter in relation to power of the Comptroller to settle arrears of taxes.

Adds new Section 149-b, to read as follows:

The Comptroller shall have power and authority to settle and adjust on behalf of the city all claims of the city for arrears of taxes, but no such settlement or adjustment shall be made of taxes which have been in arrears for a less period than twenty years and no such settlement or adjustment shall be made for less than fifty per centum of the amount due, exclusive of interest. In making such settlement and adjustment, the Comptroller may waive the entire amount of interest due on such arrears or any portion of such interest. Within three months after making such settlement or adjustment the Comptroller shall report the same together with the details thereof to the Commissioners of the Sinking Fund.

Strike Prevention Bill

(Assem. Int. No. 661, by Mr. Brady.)

To amend the General Business Law in relation to the protection of public welfare.

Adds new Article 21-a, prohibiting unwarranted strikes or lockouts carried on by employees whose terms of employment are fixed by United States, the State or any political subdivision thereof; by employees in any industry or employment furnishing necessary service to public or regularly producing and furnishing necessities of life; or in violation of agreement or for condition of employment conflicting with agreement between employer and his employees or any employer and any organization of employees; or in violation of any arbitration award or for conditions of employment conflicting with terms thereof; or where there is no trade dispute involving issues of direct benefit to the acting parties.

This measure makes it unlawful for any person or organization wilfully to cause, further or make effective any such unwarranted strike or to attempt so to do by any of the following acts, to wit; inducing any person to engage or continue therein; taking any vote or issuing any order relative thereto; paying moneys or furnishing material help of any kind, or agreeing so to do, to any person on condition that such person engage or continue therein; stationing pickets or patrols; displaying or distributing banners, handbills or placards; performing any act for the purpose of inducing any person, firm or corporation to terminate or not to enter into employ-

ment or business relations with the person, firm or corporation against whom such strike is directed.

It also makes it unlawful for any person, firm or corporation wilfully to cause, further or make effective any such unwarranted industrial lockout or to attempt so to do by any of the following acts, to wit: by decreasing wages generally in any amount equal to more than five per centum of the existing rate without giving notice to the employees of such decrease at least one week in advance of the date upon which such decrease is to become effective; by preventing or terminating the employment of any person because of membership or non-membership in any organization; by the employment of armed guards or other armed persons within the plant unless, because of overt or hostile acts of former employees or their sympathizers, the peace of the community or the destruction of property is threatened; by advertising for help before opportunity has been given to former employees to return to their employment; by maintaining a black list against former employees for the purpose of inducing any person, firm or corporation to terminate or not to enter into employment relations with such former employees.

Motor Vehicle Indemnity Bonds

(Assem. Int. No. 680, by Mr. Trahan.)

To amend the Insurance Law, by adding new Section 349-a, requiring every owner of a motor vehicle to file with the Secretary of State a bond or insurance policy of \$10,000 for payment of any judgment for personal injuries or property damage recovered against the owner. Persons or corporations engaged in carrying passengers for hire in any motor vehicle, except street cars, must also deposit a bond for \$10,000 for each vehicle so used.

Operating a motor vehicle without filing a bond, or after such a bond has been terminated or revoked, is made a misdemeanor.

Requires Industrial Board to Investigate Working Hours of Women and Minors

(Assem. Int. No. 622, by Mr. Roosevelt.)

To add new section 160-a to the Labor Law, empowering and requiring the Industrial Board to investigate the hours of employment of women and minors in any factory, industrial or mercantile es-

NEW LEGISLATIVE BILLS OF INTEREST TO CITY

establishment or other place of employment to determine whether employment for such hours is dangerous to health of such women or minors or the future welfare of community. The Board shall determine maximum number of hours in each day which such workers may be employed. It may make different determinations and prescribe greater number of hours for same occupation in different localities, but may not increase the maximum hours of employment of women and minors prescribed by the Labor Law.

Miscellaneous

Milk Commission.—An Act to authorize the Governor to appoint a milk commission of three members to have control of the transportation, manufacture, storage, distribution and sale of milk and products thereof, and the fixing of a price to be charged for milk by the middleman and retailer. (Sen. Int. No. 278, by Mr. Duggan.)

Revolver Licenses.—To amend Section 1897 of the Penal Law in relation to the possession of dangerous weapons, by providing for license to possess firearms in his dwelling, for any bona fide householder who has never been convicted of a crime, and whose good moral character is indorsed by not less than two reputable taxpaying persons. (Assem. Int. No. 506, by Mr. W. W. Campbell.)

Unpaid Taxes.—To amend Section 89 of the Tax Law, by providing for a fee of two dollars for making description of real property returned for non-payment of taxes to county treasurer. (Sen. Int. No. 308, by Mr. Pitcher.)

City Housing.—To enable the City of New York, by means of building loan trust funds and bonds, to provide means to encourage construction of new dwellings, apartment and tenement houses. (Assem. Int. No. 609, by Mr. McArdle.)

Benefits Injured Workers.—To amend Subdivision 3 of Section 15 of the Workmen's Compensation Law in relation to compensation to be paid for injuries resulting in partial disability, by increasing the number of weeks that compensation shall be paid for the loss of a thumb, fingers or toes. (Assem. Int. No. 551, by Mr. Reiss.)

Recording Trust Declarations.—To add new Section 21-a to the Decedent Estate Law, by providing that a certified copy of certain resolutions and de-

clarations of trust adopted by the directors of a trust company or financial institution may be recorded in the office of the clerk or the register, as the case requires, of the county where the principal office is located, in the same manner as a deed of real property, and that reference to such record shall be deemed an effectual identification. (Sen. Int. No. 342, by Mr. Meyer.)

PATENT OFFICE SALARIES

This Association Urges Payment of Adequate Compensation to Examiners

Strong protest against reducing the compensation paid to Examiners in the United States Patent Office has been made by The Merchants' Association.

The matter was considered by the Board of Directors of The Association at its last meeting and President William Fellowes Morgan was authorized to send the following telegram to the Senators and Representatives in Congress directly concerned with the legislation to which it refers.

"The Merchants' Association of New York strongly urges that conferees on Nolan Bill H. R. one nineteen eighty four support measure as it passed the House. Service of patent office badly demoralized present delays and accumulated work being extremely serious and costly to American industry. Senate changes in measure particularly reduction in the number of employees would further cripple patent office. On behalf large number American houses affected earnestly trust adequate staff will be provided for."

IMMIGRANT CONGESTION

This Association Is Investigating Existing Conditions on Ellis Island

The Merchants' Association, through its Industrial Bureau, is making an investigation of conditions on Ellis Island, with a view to determining whether some means cannot be found to reduce the evils of congestion caused by the influx of immigrants. The United States Commissioner of Immigration is cooperating in this effort.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

FOREIGN SERVICE MUST NOT STARVE

This Association Asks for Adequate Provision for Diplomatic Representatives Abroad

ADOPTS STRONG RESOLUTIONS

The Merchants' Association is urging Congress to make adequate provision for the Diplomatic and Consular Service in the interest of the foreign trade of the United States.

Resolutions Adopted

The Board of Directors, at its last meeting, after carefully considering the matter, adopted the following preambles and resolutions:

"Whereas, The proper maintenance and expansion of the Diplomatic and Consular Service of the United States are fundamentally essential to the general and foreign trade development of the entire country; and

"Whereas, This service is constantly and increasingly depleted and rendered less effective by resignations and withdrawals of experienced men due to unsatisfactory salaries and working conditions granted by the Government; and

"Whereas, The House of Representatives made a reduction of \$826,887 as compared with the appropriation for the same purpose for the current year and \$3,440,198 as compared with the estimate submitted by the Department of State for the current fiscal year; and

"Whereas, The Committee on Appropriations of the Senate has restored to the measure approximately \$800,000 of the amount eliminated by the House; now therefore be it

"Resolved, That The Merchants' Association of New York strongly endorses the position of the Senate and the granting for the operation of the Diplomatic and Consular Service of a sum at least equal to the amount allowed last year for the same purpose; and be it further

"Resolved, That copies of this resolution and the expression of this opinion be transmitted to the proper members of the Senate and the House of Representatives and to all interested persons."

IMMIGRANTS EXAMINED IN 1920

The report of the Public Health Service for 1920 shows that its medical officers examined 762,127 immigrants at all the ports of the United States to detect diseases and physical and mental defects.

CLAIMS FOR OVERCHARGE SHOULD BE FILED AT ONCE

Ruling by the Interstate Commerce Commission Intimates That Statute of Limitations May Be Invoked Against Them—Working for Mileage Books

Prepared by the Traffic Bureau of The Merchants' Association

The Traffic Bureau is in receipt of the following announcement made by the Interstate Commerce Commission under date of February 14, 1921, which has an important bearing on method of procedure to be followed in securing reparation for the assessment of charges in excess of the legally established rates, commonly termed "straight overcharge claims."

IN THE MATTER OF CLAIMS FOR REPARATION

By Section 206 (c) of the transportation act, complaints praying for reparation on account of damage claimed to have been caused by reason of the collection or enforcement by or through the President during the period of Federal control of rates, fares, charges, classifications, regulations or practices (including those applicable to interstate, foreign or intrastate traffic) which were unjust, unreasonable, unjustly discriminatory or unduly or unreasonably prejudicial, or otherwise in violation of the interstate commerce act, may be filed with the Commission, within one year after the termination of Federal control, against the agent designated by the President, naming in the petition the railroad or system of transportation against which complaint would have been brought if such railroad or system had not been under Federal control at the time the matter complained of took place. The statute applies to all complaints praying for reparation on account of damage claimed to have arisen from the causes stated, and we are not prepared to say that straight overcharge claims are not included with other classes of claims in the statute of limitations fixed by that section.

We are not vested with jurisdiction to consider claims for reparation filed after the expiration of the time stated in the statute of limitations. We have held that complaints for the recovery of damages must be filed within the statutory period, and must contain the essential elements of a complaint, including name and address of the complainant, the names of the carriers against which complaint is made, a statement that the act has been violated by the carrier or carriers named, indicating when, where and how, and a request for affirmative relief. An informal complaint should also show, under our rules of practice, such data as will serve to identify with reasonable definiteness the shipments or other transportation service in respect of which recovery is sought, the carriers participating, the kind and amount of injury sustained, when and by whom, and, if a recovery is sought in behalf of others than complainant, statement of the capacity or authority in or by which complaint is made in their behalf. Illustrative of pertinent data are, in case of shipments, their dates, origin, destinations, consignors, and consignees, dates of delivery or tender of delivery, car numbers and initials, if in carloads, routes of movement, if known, commodities transported, weight charges assessed, at what rate, when and by whom paid, and by whom borne.

Notification to the Commission that a complaint may or will be filed later for the recovery of damages is not a filing of complaint within the meaning of the statute.

Prompt action will be facilitated if each complaint for reparation is accompanied by reparation statements conforming substantially to the form prescribed by rule V of the Commission's rules of practice.

The Statute of Limitations

The Law Department of the United States Railroad Administration ruled that under Section 206, Paragraph (c),

of the Transportation Act, 1920, *straight overcharges* as well as reparation claims must be filed with the Commission prior to March 1, 1921.

It has been the understanding of shippers that claims for straight overcharge were not subject to the provisions of Section 206, Paragraph (c), and upon advice of the ruling made by the Law Department of the United States Railroad Administration the following telegrams were exchanged between the National Industrial Traffic League and the Commission:

"Am advised Law Department Railroad Administration has ruled that under Section 206, Paragraph (c) straight overcharge as well as reparation claims must be filed with the Commission prior to March 1. Our counsel advises to the contrary. Dislike to circularize League members and flood Commission with lot unnecessary claims covering overcharges unless imperative to protect legal rights. Has Commission considered subject, and do you care to express opinion? Will appreciate early reply."

To this the following reply was received:

"We are not prepared to say that straight overcharge claims are not included with other classes of claims in the statute of limitations, fixed by Section 206, paragraph (c), Transportation Act."

File Your Claims Now

Subsequent to the above exchange of telegrams, the Commission issued its announcement of February 14, as fully set forth herein.

In order to protect your interests, we would advise that all our members having claims for straight overcharge, which accrued on shipments moving during the period of Federal control, file them with the Interstate Commerce Commission prior to March 1, 1921.

In filing claims with the Interstate Commerce Commission, particular care should be taken in advising the Commission "that the claim be recorded against John Barton Payne, Director General of Railroads, as Agent." It is our understanding that if claims for straight overcharge are not filed with the Commission prior to March 1, claimants may still bring suit upon them any time prior to February 28, 1922.

Members desiring further particulars

with respect to method of filing claims should communicate with the Traffic Bureau.

Mileage Books

Negotiations Are in Progress for Low Rates for Traveling Men

At the request of a committee of travelers' organizations and the National Industrial Traffic League, a conference was held at Chicago on January 7, 1921, with passenger traffic officials representing the carriers of various sections of the country to discuss the question of placing on sale scrip or mileage tickets of a denomination of 2,000 miles, interchangeable over the various roads of the United States at a discount of 20 per cent from the regular one-way fare. Following this conference, announcement was made that careful consideration had been given to the request by the representatives of the Central, New England, South Eastern, South Western, Transcontinental, Trunk Line and Western Passenger Associations, which request was declined on the ground that they did not feel warranted, under existing conditions, in considering any departure from normal tariff fares.

Notwithstanding the action taken by the representatives of the railroads as a result of the Chicago conference, the question of securing some concession in the passenger rates where such transportation is bought in blocks of 2,000 miles or more through the medium of a mileage book, the National Council of Traveling Salesmen, representing twenty or more traveling men's associations, is pursuing the matter with the railroad executives and the Interstate Commerce Commission. The Merchants' Association of New York is cooperating with the National Council of Traveling Salesmen and it is believed that substantial progress is being made in the negotiations now being conducted.

The Merchants' Association of New York is not, and does not understand that any of the traveling men's organizations, represented in the National Council of Traveling Salesmen, are soliciting funds for the promotion of their activities.

PROTESTS AGAINST ABOLITION OF PASSPORT OFFICE

This Association Asks Congress to Make Provision for Important Agency of the State Department in This City—Senator Smoot Is Willing

The Merchants' Association has telegraphed and written to Senator Reed Smoot and Senator Francis E. Warren, making earnest protest against the proposed closing of the Passport Office in this City.

Discontinuance Would Be a Mistake

The letter sent to the two Senators reads as follows:

"The Merchants' Association urges most strongly your support of an appropriation in the Executive, Legislative and Judiciary Appropriation bill, for the continuation of the Passport Office maintained in New York City by the Department of State. In our judgment the discontinuance of this office at a time when ocean travel through the Port of New York is at its present large volume, with no likelihood of a decrease in the near future, would be a serious mistake affecting not only the convenience of an enormous number of commercial travelers but, in many instances, the actual success of many trips abroad.

"In this connection we desire to point out that during the past year the New York Bureau accepted more than forty-one thousand passport applications. In addition, this office acts as a general center for passport information for all of the districts surrounding the Port of New York and for the large number of outgoing travelers leaving the United States through this Port. The New York Office has, under authorization from the Department of State at Washington, issued, after telephonic agreement in each particular instance with the Department at Washington, an enormous number of passports for travelers suddenly called abroad on important business or for others finding themselves, at the last moment, unable to sail because of the lack of a correct passport. Thousands of passports are extended, amended, corrected or issued in emergency conditions by the New York Office.

Abandonment Would Mean Delay

"The proposal to return to a condition whereby there would be maintained in New York City, either in a separate office or in the office of a clerk of a Federal or State Court, a person authorized to accept passport applications, would by no means take the place of the present service or satisfy the traveling public,

since filing an application at such a Bureau would always necessitate the mailing of the application to Washington, its examination to determine whether or not the passport should be granted and, if the decision is affirmative, the mailing of the passport to the applicant. This procedure would entail a delay of from four to five days up.

"It should be pointed out that the income from the New York Office based on the charge of ten dollars per passport would for the last fiscal year, reach a total of more than four hundred thousand dollars. If the New York Office be credited merely with one dollar per application filed, the customary amount credited to such procedure, the income of the New York Office, amounting to forty-one thousand dollars, would be approximately twice the sum of money asked for to maintain the office for the next fiscal year.

Passports Will Be Needed

"It cannot be claimed that, if the United States returns to a condition of peace in the near future and, as a result, the Department of State immediately abolishes the requirement that a passport is necessary in order to leave this country, this will obviate the need for a passport office in New York City inasmuch as, for years to come, all travelers abroad will doubtless be required by the authorities of the countries they visit to present passports from their home government. In other words, other countries will continue to enforce the same procedure which the immigration authorities of the United States require in order to admit visitors to this country.

"If it is found that there is no legal authorization for the continuation of the New York Office, it would be possible, if the Senate deemed it wise, to insert in the bill in question the few words necessary to give the office the sanction of Congress.

"We trust that you will concur in the opinions above expressed. The members of The Merchants' Association of New York will appreciate your vigorous support of whatever steps are desirable to have the necessary appropriation inserted in the bill. In so doing, you will, we are sure, have the approval of the Department of State, which thoroughly endorses the continuation of the New York Office."

The Association has also sent the following telegram to Representative James W. Good and Representative John J. Rogers:

"In the interest of the foreign trade of the United States which at present is at a critical and low ebb The Merchants' Association of New York believes that the sum requested by the Department of State for the maintenance of its Diplomatic and Consular Service should be granted so far as possible. In our judgment the sum allowed should by no means be less than the amount granted for current year. Need for opening new consular offices in recently formed states and increased expenses in every direction of Consular and Diplomatic representatives warrant such action. Repeated resignations of experienced representatives, thereby immeasurably crippling service, prove need for adequate appropriation. We would appreciate your thoughtful consideration of our proposals. Letter follows."

Senator Smoot Does Not Object

Senator Reed Smoot, in acknowledging the communication sent to him, wrote as follows:

"I am in receipt of your letter of February 10, 1921, advising me that The Merchants' Association strongly urge my support of an appropriation in the Executive, Legislative and Judicial Appropriation Bill for the continuation of the Passport Office maintained in New York City by the Department of State.

"I note what you say in relation to this matter, and yesterday I told Senator Calder that I would not object to having the item included in the bill."

NEW CHARTERS BREAK RECORDS

Breaking all previous records, charters filed during 1920 for new enterprises under the laws of the principal States with an authorized capital of \$100,000 or over involved the tremendous sum of \$13,998,944,200. The only approach that has ever been made to this total was in 1919, when the incorporations aggregated \$12,677,299,6000. These figures are based on returns specially compiled by The Journal of Commerce and Commercial Bulletin.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

PLAN TO CANCEL TEXTILE CONTRACTS CAUSES PROTEST

Report From Cienfuegos in Cuba Brings Action by The Merchants' Association and an Explanation from Dealers of Project for Repudiation of Orders Given

In view of reports from Cuba that eleven important importers in Cienfuegos had announced that they would cancel all pending contracts until they could meet their obligations on a basis that would permit a return to a normal state of affairs, and in view of signs of concerted action on the part of importers in Cuba to evade the contracts with shippers in this country, The Merchants' Association sent the following cablegram to the Chamber of Commerce, Industry and Navigation in Cienfuegos:

"A circular has been received by a large number of the members of our Association signed by eleven cotton textile merchants in Cienfuegos, Cuba, demanding repudiation of commercial commitments demanding rebates and extensions of payments entirely at variance with the limits prescribed by the Cuban governmental decree. The fact that these eleven firms should combine to take such action is a serious challenge to all bona-fide commercial principles. The Merchants' Association desires to record a stern protest against this action of this group of Cienfuegos merchants and desires to determine through your channels the financial standing of the signatory firms. If they are insolvent The Merchants' Association will recommend that their members take action accordingly. If not insolvent just debts should be paid when due according to recent Cuban governmental legislation. It is essential that the validity of contracts be upheld and maintained at any cost and if necessary the fact that concerted action exists against the validity of contracts will be brought to the attention of our Department of State. Will appreciate prompt answer by cable."

Reply from Cienfuegos

Two days later a reply was received, signed by the President of the Chamber of Commerce, as follows:

"The Chamber of Commerce considers the signers of the circular solvent, although seriously affected by the extraordinary crisis prevailing. They understand that by means of reasonable arrangements they will be able to comply with their pending obligations. The

assembled signers of the circular have agreed to communicate with you through this medium (Chamber of Commerce) that they feel their intentions have not been faithfully interpreted, for it is the desire of all and each one of them to arrive at an amicable agreement with their creditors within absolute commercial practice."

It is to be noted in the above statement of the President of the Chamber of Commerce at Cienfuegos that the signers of the circular are solvent, and that it is their intention to confer with American textile shippers in the United States in order to reach agreements and concessions which are mutually satisfactory.

Committee Explains

On Wednesday a committee of five of the signers of the circular called at the offices of The Association in order to explain their position and the seriousness of the economic situation in Cuba which compelled them to take the position outlined in the circular.

The gentlemen in attendance, and the firms they represent, are as follows:

Luva Solis y Ca.—Mr. Manuel Solis, Alonso Gonzales y Ca.—Mr. Manuel Gonzales,

Puente y Menendes S/C.—Mr. Pedro Antonio Alvarez,

Carreno Garcia—Mr. M. Nunez Mesa, Valeiras y Hno. S/C—Mr. Alfredo Valeiras.

These gentlemen, first of all, laid emphasis upon the fact that there was no intention on the part of any member of their group, or on the part of the signers of the circular in question, to insist on the avoidance of their proper obligations. The object of their visit, they stated, was to explain conditions in Cuba and take up with each individual firm the matter of the best possible way of meeting present conditions.

Caught in Price Decline

They explained that owing to the rapid decline in the price of cotton textiles all over the world, many firms in Cuba had received consignments of merchandise ordered some time before which were billed at a price far above the present value of the goods in question. This fact, combined with the rapid drop in the price of raw sugar in Cuba and the stringency of money in that coun-

try combined to put Cuban merchants in a most embarrassing situation.

They pointed out that there can be no immediate relief, inasmuch as the sugar crop, which is now being harvested, will inevitably be in the hands of a comparatively few persons, possibly for speculative purposes, that the terms of the Torriente law makes provisions for the payment of obligations within a period which is considered by many as unduly short, and further that the decline in wages at the sugar centrals throughout Cuba, averaging a decrease from \$4.50 per day to \$1.50 per day, all combine to make it impossible to move the merchandise ordered some time ago at anything like the high figure it cost.

Why Cablegram Was Sent

It was pointed out to these gentlemen that although The Merchants' Association was interested in all phases of the matter, we were led to send the cablegram quoted above in order to ascertain the solvency of the firms in question, and furthermore because it appeared to be the collective action of a group of merchants looking toward the violation of contracts faithfully entered into without consultation with the other parties of the contract, namely, shippers in the United States. It was pointed out to them that if such a movement should spread throughout Cuba, or even in other countries, and in other classes of merchandise, the result would be disastrous to American business, in which opinion they concurred.

It is the intention of the representatives in New York to get in touch with the various firms with whom they have contracts, in order to discuss the matter personally with each one. This procedure is to be followed after one or two general meetings have been held, at which the situation in Cuba and the method of doing business in that country, often on open account, is explained and fully discussed.

MOTOR REGISTRATIONS

Motor vehicle registrations for the past year show there are now 9,295,252 passenger cars and trucks in use throughout the United States—one for every 11.8 persons. This is an increase of 1,691,236, or 22.2 per cent over December 31, 1919, when there were 7,604,016 motor vehicles registered.

ASSESSMENT BASE CANNOT CHANGE

**Proposal to Levy Ad Valorem
Duties on Selling Prices Shown
to Be Impracticable**

IMPOSSIBLE TO APPLY IDEA

The Merchants' Association has decided to offer vigorous opposition to the proposal to change the basis for assessing ad valorem duties upon important merchandise from the value of the merchandise abroad to its selling value in this country.

Acted on Committee Report

The decision of The Association with regard to this proposed change was reached after careful consideration of a report made to the Directors by The Association's Committee on Customs Service and Revenue Law, of which Mr. Benjamin A. Levett is Chairman. The report of this Committee as approved by the Directors is as follows:

"Your Committee on Customs Service and Revenue Law, at a meeting held on Wednesday, February 9, 1921, voted to recommend that The Merchants' Association of New York adopt the following preambles and resolutions relating to a proposed change in the basis of assessing duties on merchandise imported into the United States:

"Whereas, Hon. Joseph W. Fordney, Chairman of the Committee on Ways and Means of the House of Representatives, requested The Merchants' Association of New York to submit an opinion to Congress, with respect to the desirability of changing the basis of assessing ad valorem duties on imported merchandise from the present basis, which is the foreign market value, to the basis of the selling price in the United States; and

"Whereas, A careful study of all of the phases of the proposal indicates that such a change would be detrimental in the following particulars; because

"1. In the opinion of The Association it is utterly impossible to draft a law which would be workable either, from a practicable point of view or from the standpoint of justice to the three parties affected, namely, the Government, domestic manufacturer and importer;

"2. The assessment of duty on the basis of the American selling price would

doubtless open the door to evasions. For example, by withholding from entry merchandise which would be bonded in a contiguous country until the American selling price had declined, either naturally or through artificial pressure; by avoiding duty on the foreign manufacturer's home profit and expenses as at present through the consignment of merchandise without sale, the foreign manufacturer's profit and expenses all taking place in the United States;

"3. It is impossible to determine the American sales price of numberless articles, such as new designs, raw materials directly consumed by importers, new manufacturers, etc., that have never before been imported and sold in this country;

"4. It is difficult, if not impossible, to establish a uniform sales price in this country on imported merchandise which would be fair to the various ports of the country;

"5. It is difficult to determine a sales price which would be fair and equitable to all concerned, owing to the fact that in the United States, there are often two or more wholesale prices in the same market;

"6. It would be difficult, if not impossible, to make entry at the Customs House of goods of a class which previous to entry had never been sold in the United States;

"7. The present system of collecting duties is the result of many years of study and experience and many amendments to remedy unforeseen defects, and of interpretations by the Courts, resulting in a fairly stabilized system, all of which experience and adjudications would be lost. The passage of such a law, revolutionizing our entire system of levying duties would require the amendment of all existing statutes and regulations pertaining in any way thereto and, due to human imperfections, would bring on years of litigation before the new system could in any degree work smoothly; now, therefore be it

"Resolved, That The Merchants' Association of New York vigorously oppose the proposal to change the basis of assessing ad valorem duties on imported merchandise from the present basis, which is the foreign market value to the basis of the selling price in the United States; and be it further

"Resolved, That the Committee on Customs Service and Revenue Law, be and is hereby authorized to present the views of The Association to the Ways and Means Committee, and to take whatever further steps are considered desirable in this connection."

AMERICAN LEGION PREVENTS FRAUD

**Forbids Collection of Donations
Without Specific Authority
From Headquarters**

CASH PAYMENTS DISCOURAGED

Prepared for The Merchants' Association by the Bureau of Advice and Information of the Charity Organization Society

For its own protection and the protection of the public, the American Legion Department of New York, has formulated certain definite policies regarding the holding of benefits, the sale of tickets, and the solicitation of advertisements or donations on the part of the various posts of the Legion in this State.

Must Have Authorization

No posts are allowed to solicit donations without specific permission from either the County or State Headquarters. Such permission is not given until the purpose of the proposed fund, the method of solicitation and the personnel of the solicitors are carefully examined and fully approved. Approval carries with it the requirement of bonding the Post treasurer. This approval is rarely granted, so rarely indeed that the contributor should always verify the statement of the solicitor that it has been given.

In selling tickets or advertising, a more lenient policy has been adopted. The Legion requires for its approval of such projects that the Post be in good standing, that the officers be responsible and that no unethical or brow beating methods be resorted to by solicitors.

Never Give Cash

In every case checks should be made payable to the Post in question and not to any individual. Cash should never be given.

The State officers are making an earnest effort to maintain high standards and to prevent the use of the name of the Legion for unworthy purposes. They urge that the public cooperate with them by investigating all requests before making contributions. The Bureau of Advice and Information of the Charity Organization Society is in constant touch with the State Headquarters American Legion and is prepared to make prompt reports.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, FEBRUARY 28, 1921

No. 9

Assembly Forced to Pass Daylight Saving Repeal

Tremendous Party Pressure Drives Repeal Bill with Local Option Rider, through the Lower Branch of the Legislature by a Dangerously Narrow Margin—Majority Managers Refuse to Let the People Decide in Referendum—Senate Revolts Against Caucus

Repeal of the State Daylight Saving Law was forced through the State Assembly last Wednesday in the form of a bill prepared by the Committee on Agriculture, providing local option in Daylight Saving throughout the State.

Narrowly Missed Defeat

Despite the tremendous pressure which had been brought to bear by the majority leaders in favor of repeal, the measure had only three votes to spare above the seventy-six which the State Constitution requires to be necessary for the passage of a bill. This was considered a remarkable showing in view of the fact that there are 119 Republican votes in the Assembly. It meant that forty Republicans, or one-third of the total number in the lower branch of the Legislature, refused to be coerced into a betrayal of the wishes of their constituents.

Three Against Daylight Saving

Three members from New York City disregarded the overwhelming sentiment which has been manifested here. They were:

Mr. Theodore Stitt, Eighteenth District of Brooklyn:

Miss Marguerite L. Smith, Nineteenth District of Manhattan:

Mr. George N. Jesse, Twenty-third District of Manhattan.

Amendments Voted Down

At no time were the opponents of

Will Fight On

Mr. William Fellowes Morgan, President of The Merchants' Association, made the following comment on the passage in the Assembly of the Daylight Saving Repeal bill:

"We are very much disappointed at the action of the Assembly in passing the Daylight Saving Repeal bill. We are ashamed and humiliated that three of the members from this City should have defied the wishes of their constituents in voting for repeal."

"We reprehend the methods used to compel the passage of this bill. They represent a most unwelcome revival of what is worst in party machine government."

"We look to the Senate to prevent the repeal of the State Daylight Saving Law. We are confident that any attempt to apply to that body the 'strong arm' and 'steam roller' methods that were applied in the Assembly will be defeated."

"On behalf of The Merchants' Association, I wish to express our gratitude and appreciation to all members of the Assembly who were faithful to their trust in voting against Daylight Saving repeal. We shall not cease to combat the repeal movement, which repeal, if consummated in the Legislature, would force Daylight Saving to become a conspicuous issue in the election next Fall."

Daylight Saving able to muster more than seventy-nine votes. Assemblyman

of Kings, a Republican, moved to amend the repeal bill by substituting a five months' period of Daylight Saving in place of the seven months provided by the existing law. This motion was defeated by a vote of sixty-two "Ayes" to seventy-nine "Noes."

He then challenged the opponents of Daylight Saving to submit the question to the voters of the State by offering an amendment providing that the repeal bill should not take effect until it had been passed upon by the voters at the polls next November. This motion also was voted down by sixty "Ayes" to seventy-nine "Noes."

Assemblyman Carroll's Attack

In moving to substitute five months' Daylight Saving for the seven months now provided by law, which was proposed by the bill introduced by Assemblyman Booth, of Utica and endorsed by The Merchants' Association, Assemblyman Carroll declared that the repeal bill was not in accordance with the Daylight Saving plank in the Republican platform which did not provide for the repeal of the law, but, on the contrary, provided for its continuance as to centers of population. He asserted that Daylight Saving had not been an issue in last Fall's campaign when the new Legislature was elected, and insisted that if it had been some of the Republican members would not have been elected. He protested against the

"STEAM ROLLER" USED AGAINST DAYLIGHT SAVING LAW

repeal bill on the ground that it wipes out the rights of cities.

Two Leaders Opposed

He was supported by Assemblyman Charles D. Donohue, Democrat, of the Fifth District of Manhattan, leader of the minority in the Assembly.

The leader of the majority, Assemblyman Simon L. Adler, of Rochester, opposed the amendments suggested by Mr. Carroll. He was compelled to take the position of being unwilling to let the Daylight Saving question go to the people.

"Do you think a referendum would win?" Mr. Carroll demanded.

"I refuse to act as a prophet," Mr. Adler replied.

Confusion in Repeal

After the amendments had been voted down, the bill was placed on its final passage and Mr. Donohue, on behalf of the minority, attacked the repeal measure. He declared that the local option feature would lead to the greatest possible confusion and chaos throughout the State. He asserted that a man traveling from one end of the State to the other would have to have "a dozen or more watches" to keep track of the time in the various cities through which he passed. He urged that Daylight Saving was in the interest of the health, safety and pocketbooks of the people, and demanded that the Legislature should either repeal Daylight Saving, with no compromise, or leave the law as it is.

Final Vote 79 "Ayes," 60 "Noes"

Mr. Adler, leader of the majority, was unable to combat the assertion that local option would lead to confusion. He sought to meet it by expressing his belief that the cities would not take advantage of the local option feature of the law.

The bill was finally forced through the Assembly by a vote of seventy-nine "Ayes" to sixty "Noes."

Senate Republicans Revolt

Until recently, the passage of the repeal measure through the Senate was

regarded as a foregone conclusion, but when the leaders of the majority attempted to make the repeal a caucus measure in the upper branch of the Legislature, as they had done in the lower branch, they encountered unexpected opposition and after a session which lasted nearly all of Monday night, they were compelled to abandon the attempt to coerce reluctant Republicans. Fourteen of the forty Republican Senators refused to enter the caucus and when the opponents of Daylight Saving counted noses they found that they were short of the twenty-six votes necessary to pass the repeal bill.

Fight Not Yet Won

Although the repeal measure has passed the Assembly it is by no means safe. None of the customary devices to compel the Senate to accept the bill will be neglected, but, on the other hand, the Assembly at any time may reconsider the vote by which the bill was passed and recall it from the Senate.

Steam Roller Gives Advantage

It is admitted by friends of Daylight Saving that the Republican majority, backed by the party organization in the State and by an equivocal statement in the party platform, has an immense advantage in the fight. How great this advantage is was shown by the fact that only three Republicans outside of New York City dared to oppose the Daylight Saving repeal although the sentiment in favor of Daylight Saving is nearly as strong in Buffalo, Rochester, Syracuse, Utica, Albany, and the other cities, as it is in New York. Not even Assemblyman Booth of Utica, who introduced the five months' Daylight Saving bill, was able to vote for it when Mr. Carroll offered it as an amendment to the repeal bill.

Senate Has New Bill

The friends of Daylight Saving in the Senate, fearing that they would be unable to counteract this tremendous pressure, have agreed upon a bill which conforms to the Republican platform. It continues Daylight Saving, as the platform plank provides, but gives any local-

ity the right to revert to standard time, if it so desires. The plank in the Republican Platform reads as follows:

"The Daylight Saving Law, while popular in the cities is practically unanimously disapproved by the agricultural population of the State. It unquestionably makes the problem of farm labor and farm production more acute. We pledge ourselves to an amendment of this law so that it shall not apply to rural districts while preserving to the more populous municipalities the continuance of the law unless they exercise their option to change it."

It will be seen that the proposal of the Senate advocates of Daylight Saving conforms exactly to this declaration. The bill was introduced by Senator Holland S. Duell, of Westchester.

"The Duell bill" said Senator Schuyler M. Meyer, of Manhattan, "is a better expression of the platform declaration of the Republican Party than the bill that has been passed by the Assembly. The party platform expressly declares in favor of allowing every locality to determine for itself whether or not it wants Daylight Saving."

How New York Members Voted

The members of Assembly from New York City who voted against the repeal of Daylight Saving were as follows:

DIST THE BRONX

3. Benjamin Antin, D.
4. Samuel Orr, S.
5. William Lyman, D.
6. Thomas J. McDonald, D.
7. Joseph V. McKee, D.
8. Edward J. Walsh, D.

KINGS

1. John A. Warren, R.
2. James J. Mullen, R.
3. Frank J. Taylor, D.
4. Peter A. McArdle, D.
5. James H. Caulfield, Jr., R.
6. John R. Crews, R.
7. John J. Kelly, D.
9. James T. Carroll, R.
10. Leo V. Doherty, R.
11. James F. Bly, R.

THREE CITY MEMBERS AGAINST DAYLIGHT SAVING

12. J. G. Moore, R.
13. John J. Wackerman, D.
14. Henry Jager, S.
15. John J. McLoughlin, D.
16. Leon G. Moses, R.
17. Frederick A. Wells, R.
19. Francis X. Giaccone, R.
20. John O. Gempler, R.
21. Walter F. Clayton, R.
22. Louis J. Druss, R.
23. Charles Solomon, S.

NEW YORK

1. Peter J. Hamill, D.
2. Frank R. Galgano, D.
3. Thomas F. Burchill, D.
4. Samuel Dickstein, D.
5. Charles D. Donohue, D.
6. Sol Ullman, R.
7. Noel B. Fox, R.
8. Morris D. Reiss, R.
9. Edward R. Rayher, R.
10. Bernard Aronson, R.
11. Frederick H. Nichols, R.
12. John J. O'Connor, D.
13. Robert B. Wallace, R.
14. Frederick L. Hackenburg, D.
15. Joseph Steinberg, R.
16. Maurice Bloch, D.
17. Nathan Lieberman, R.
18. Owen M. Kiernan, D.
20. Mario G. Di Pirro, R.
21. John C. Hawkins,
22. Michael E. Reiburn, D.

QUEENS

1. Peter A. Leininger, D.
2. Bernhard Schwab, D.
3. Edward J. Neary, R.
4. Nicholas M. Pette, R.
5. Ralph Halpern, R.
6. Henry Baum, R.

RICHMOND

1. Thomas F. Cosgrove, D.
2. Ernest V. Frerichs, R.

These Voted Against Daylight

Those who voted against the wishes of New York City and in favor of repeal, in accordance with the demands of the rural districts, were as follows:

KINGS

18. Theodore Stitt, R.

NEW YORK

19. Marguerite L. Smith, R.
23. George N. Jesse, R.

Women for Daylight

The following letter has been sent to Governor Nathan L. Miller by Dr. Ethel D. Brown, President of the Women's Medical Association of New York City:

"The members of the Women's Medical Association of New York City, at their regular monthly meeting, held February 16, 1921, at the Academy of Medicine, New York City, directed me to write to you and urge that you approve of no bill which will deprive the urban communities of the State of the benefits of daylight saving.

"As physicians, we endorse all that Commissioner Copeland has said of its benefits to the health of our people."

In response to a request from The Merchants' Association as to her attitude on Daylight Saving, Miss Smith, a few days before she cast her vote, wrote as follows:

"In response to your letter concerning daylight saving, I wish to state that I stand as I did last year against the repeal of Daylight Saving, and I highly favor Mr. Booth's bill introduced this year."

To a similar inquiry Assemblyman Theodore Stitt and Assemblyman George N. Jesse made no reply.

Absentees Not Voting

The following members were recorded as absent and not voting:

Albert H. Henderson, D., Bronx, First District.

Edward J. Flynn, D., Bronx, Second District.

Michael J. Reilly, D., Kings, Eighth District.

Protest Against Strong Arm Method

President William Fellowes Morgan sent the following letter to Senator Clayton R. Lusk, leader of the majority in the upper house of the Legislature, as soon as the Assembly had acted on the Daylight Saving Repeal bill.

"It is not without regret that we are compelled by events in the Assembly yesterday to protest against the methods

used to force upon the majority of the voters of this State the will of the minority with respect to Daylight Saving. Lest there be any misunderstanding regarding our position, we wish to state that we are unalterably opposed to the use of similar methods with respect to any legislation, no matter how much we may favor the legislation itself.

Shameful Abuse of Power

"Scenes in the Assembly Chamber during the consideration of the Daylight Saving Repeal bill can only be described as coercive of conscience, stultifying to legislators, and humiliating to holders of the franchise under a democratic form of government. Because of an indefensible caucus mandate, men and one woman were forced to cast aside the wishes of their constituents, and vote against the dictates of their own consciences.

"It was evident that many of those bound by the caucus were shamed and saddened by their forced conduct as members of a legislative body of the State of New York.

Appeal for Decency

"We are constrained to call your attention to these occurrences in the Assembly because we understand that similar tactics are contemplated in the Senate in order to jam through Daylight Saving legislation that is distasteful to the vast majority of voters in New York State.

"It is our sincere hope that in the Senate the Daylight Saving question may be given consideration that the majority demands, and that in that august branch of our State government there will be no arbitrary refusal of free and open hearings on the subject, no choking off of debate on the floor, and no attempts to force members of the Senate to vote contrary to their judgment and consciences.

"We therefore request that you will take advantage of your position as leader of your party to maintain the dignity of the Senate and to enable each in-

SPEAKER MACHOLD REFUSES HEARING ON NEW BILL

dividual member to vote in accordance with his convictions untrammelled by caucus action."

Hearing Refused

Speaker of the Assembly Declines Request of this Association

In response to its request for a hearing on the new Daylight Saving bill, The Merchants' Association received a letter from Speaker Machold, of the Assembly, declining to permit another hearing to be given.

The Speaker's Letter

In this letter the Speaker wrote as follows:

"Your two telegrams of last night were received at the same time; one asking for a hearing on the amended Daylight Saving bill, and the other asking that the bill be recommitted inasmuch as it was reported from committee in amended form yesterday afternoon.

"This bill was given a hearing in the Assembly Chamber which was very largely attended by people from all parts of the State. The committee heard the arguments for and against the legislation and at a conference of the Republican members of the House it was decided to advance the bill in the form in which it was passed last year. This having been done, I can see no reason for having the bill recommitted for a hearing, inasmuch as everyone has had an opportunity to be heard upon the subject.

"You will readily see that if matters of this kind were reopened for the purpose of hearing after fair opportunity has been given to everyone, that we should have an interminable session, and for this reason your request could not be granted."

President Morgan's Rejoinder

In reply to this refusal, President William Fellowes Morgan sent the following letter to the speaker:

"We have received your letter of the 17th inst., refusing our request for a hearing on the new Daylight Saving Bill, upon the ground that 'every one had had an opportunity to be heard upon the subject.'

"We greatly regret that the Assembly sees fit to choke off discussion of this subject in so summary a manner. We understand that we are not alone in requesting a hearing, but that many re-

Occupation Statistics

NEW YORK STATE
(Compiled from Table 10, Vol. IV, 1910
U. S. Census)

Occupation	Number Employed
Agriculture, etc.—	
Farmers, including laborers, etc.	316,890
Dairy Farmers, including laborers, etc.	24,619
Gardeners, Florists, Fruit Growers and Nurserymen, including laborers, etc.	28,886
Stock raisers, Drivers, etc.	938
Poultrymen	1,279
Other miscellaneous Agricultural pursuits	773
Total in Agricultural pursuits	372,885
Forestry and Lumbering	3,513
Fishermen and Oystermen	2,459
Extraction of Minerals	12,265
Manufacturing and Mercantile Industries	1,591,529
Transportation	320,480
Trade	545,359
Public Service	67,436
Professional Service	221,168
Domestic and Personal Service	535,894
Clerical Occupations	381,056

Total all occupations.....4,003,844
Total in Agriculture—9.3%... 372,885
Total in all other employments—90.7%...3,630,959

Distribution by Classes of the 372,885 Persons Engaged in Agricultural Pursuits

(Compiled from Table 10, Vol. IV, 1910
U. S. Census)

	Total
Farmers	165,517
Farm foremen	2,394
Farm laborers—	
Home farms	35,532
Working out	113,447
Dairy Farmers	18,839
Dairy farm foremen	154
Dairy farm laborers	5,626
Gardeners, Florists, Fruit Growers and Nurserymen	10,802
Garden and greenhouse foremen	115
Orchard, Nursery, etc., foremen	194
Garden, greenhouse, etc., laborers	17,275
Stock raisers	318
Stock herders, drovers and feeders	620
Poultrymen	938
Apliarists	231
Corn shellers, hay balers, threshers, etc.	368
Ditchers	76
Poultrymen	1,279
Other and not specified pursuits	109
Grand Total	372,885

the widespread and intense desire for Daylight Saving which discussion on the subject has revealed throughout the State.

No Discussion of New Bill

"While it is true that everyone has had an opportunity to be heard upon the general subject of Daylight Saving, it is not true that anyone has had an opportunity to be heard upon the bill which you now propose. The hearing was given upon two bills pending before the Assembly Committee on Agriculture. One of these was the Committee's bill repealing the present State law. The other was the bill introduced by Mr. Booth, of Utica, amending the State law so as to shorten the period of Daylight Saving from seven months to five months.

"You now propose an entirely different bill, namely, as we understand it, a bill to repeal the present State law and to substitute in its place a law which will permit only cities, towns and villages to enjoy the benefits of Daylight Saving and allow them to do so only by taking affirmative action.

"This presents a situation that differs radically from the situation presented by the two bills upon which a hearing was given.

Not in Accord With Platform

"The argument has been advanced that Daylight Saving was an issue in the last State Campaign and that the decision, as given in the vote for Governor, was for the repeal of the law. This argument, however, is incorrect. The Republican State platform contained the following pledge with regard to Daylight Saving:

"We pledge ourselves to an amendment of this law (the State Daylight Saving Law) so that it shall not apply to rural districts while preserving to the more populous municipalities the continuance of the law unless they exercise their option to change it."

"This is a pledge that the present State law shall be continued as to 'populous municipalities' unless said municipalities take action to exempt themselves from its operation. You now propose exactly the contrary, compelling such municipalities to take action to obtain the benefits of Daylight Saving. Thus it is seen that your proposal, advanced on the plea that it is a fulfilment of the platform pledge, is not such a fulfilment but an entirely different proposal upon

quests have been made, not only from the City but from other portions of the State. This is not surprising in view of

CAUCUS MEASURE IGNORES PLATFORM DECLARATION

which there has been no reference to the voters of the State.

Argument Against Local Option

"The arguments against local option in Daylight Saving are many and strong. In the State of Connecticut, it has worked so badly and created so much confusion that the cities are protesting against it, and, strongly as they favor Daylight Saving, some of them have informed us that they would rather go without it than be subjected to such confusion and annoyance. In the State of New York, where there are so many cities, towns and villages which desire Daylight Saving, this confusion would inevitably be multiplied.

"Moreover, as we understand the bill upon which you refuse to give a hearing, it contains only a general limitation as to the period within which Daylight Saving may be applied, and contains no limitation as to how much the clock may be set back at the beginning of this period. In other words, you open the door to any kind of Daylight Saving, for any period of time up to seven months, that any city, town or village in the State may prefer. That there will be variation in the application of this privilege seems inevitable, in view of the wide difference of conditions which exist in the 'populous centers.'

No Need for Haste

"The legislative session is by no means nearing its close. Apparently there would be plenty of time to give a hearing on this new proposal. It could not possibly delay the passage of the bill for more than one week, and, even under the present law, Daylight Saving does not begin until the last Sunday of next month, nearly six weeks hence. We see no justification for the apparent attempt to jam this legislation through without permitting the people of the State to express their views upon it.

"We strongly favor the shortening of the Daylight Saving Period to five months and its retention for the benefit of the people of the State. If we cannot obtain the passage of such a bill through the Legislature, we insist that, in fairness to all, the matter should be referred to the people at the coming general election in November. Such a reference by the Legislature would remove any possible doubt as to the wishes of the voters, who, in the long run, will have what they want, and would be preferable to the injection next fall of this issue into the election of members of the Legisla-

A Health Precaution

The following letter has been sent to Governor Nathan L. Miller by Dr. Siegfried Block of Brooklyn:

"Upon the request of my fellow members of various medical societies, I wish to add my indorsement to the daylight saving plan. Of course, it is unnecessary to enter into the detail of its various advantages and the many arguments in its favor.

"Work in mental and nervous diseases, affiliation with the leading organizations interested in this and kindred fields, and a vast medical experience, prompts me to advocate its immeasurable value to the citizens of this State.

"The subject has been so frequently mentioned and discussed at our various meetings that there is no doubt of its being, without exception, a unanimous desire, not an individual expression.

"I am in the sincere hope of the project going into effect."

ture, which otherwise might be unavoidable.

"Trusting that you may see your way clear to the abandonment of the present drastic and coercive policy with regard to this legislation, which appears to be indicative of unwillingness to accede to the wishes of the majority of the voters of this State, and that you will grant us the hearing which we request, we remain, etc."

Speaker Machold's Answer

In response to President Morgan's letter, Speaker Machold replied as follows:

"Your letter of February 18 is received, and I have carefully noted what you say.

"Of course, the point which you make, that a hearing has not been given on the particular bill which is now before the Legislature in regard to Daylight Saving is well taken. The point could very well be raised in regard to any number of bills which are presented to the Legislature and amended after hearings are held. I can appreciate the difference between the legislation which has been proposed and that which your Association desires and is in favor of, but the answer is that a majority of the representatives in the House favor legis-

lation in the form now before the Assembly.

"As I wrote you before, I can appreciate the desire of the people living in cities to retain Daylight Saving. I, myself, like the extra hour which this kind of a law gives, but I also know from personal experience of the way the law works in the country districts, and it seems to me that these people have the better of the argument in regard to the law. I can see no reason why municipalities cannot fix their own time if they desire to have it different than the standard time provided by the State. In this respect I cannot follow your argument against our present proposal. I cannot see how anything can be gained by having another hearing on this matter."

Chairman Witter Agrees

The following was received from Assemblyman Daniel P. Witter, Chairman of the Assembly Committee on Agriculture, which framed the new bill:

"I have your letter of February 18, with copy of a letter which you sent to Speaker Machold bearing the same date.

"I concur in the answer sent you by Speaker Machold that it would be entirely useless to have another hearing in the Assembly on the subject of Daylight Saving. The rural sections of the State which are so inconvenienced and put to much added expense in the production of food desire that the Daylight Saving Law should be repealed throughout the State. They have, however, decided that they will not endeavor to compel the cities of the State to live under standard time, and they feel they have an equal right to say that they should not be compelled to work under Daylight Saving time.

"The bill now before the Assembly carries out the declaration of the Republican platform adopted at Saratoga. It is an amendment to the present law, and it gives to the cities local option on the subject of Daylight Saving."

Mr. Donohoe's View

Assemblyman Charles D. Donohue, Leader of the Minority in the Lower Branch of the Legislature, to whom a copy of the letter to the Speaker was sent, replied as follows:

"The bill is on the order of final passage in the Assembly tomorrow, and will be considered by us at that time. In view of the action of the Republican Party in the caucus upon this bill it is quite certain that the bill as reported by

CITY PRESS OPPOSES REPEAL OF DAYLIGHT SAVING

the Agricultural Committee will pass the Assembly. There seems to be some doubt about the passage in the Senate. My best information is that it lacks one vote in that body.

"You may rest assured that the Democratic party will do all it can to prevent the passage of this bill in its present form, and will strive earnestly for the present Daylight Saving bill or the Booth bill."

Mr. Donohue, when the new bill was reported out by the Committee on Agriculture, moved that it be recommitted for a hearing in accordance with the request made by The Merchants' Association. Without a roll call, the motion was lost.

SAVING DAYLIGHT AND HEALTH

New York Tribune

It is good to have daylight saving placed upon its proper basis of service to the public health, as was done by Dr. Copeland at Albany. Opponents of the measure are prone to speak of it as a fad of the well-to-do, of value only to golf players and such. As a matter of fact, the suburbanites and others with ready access to outdoor sports need it least of all. A good deal of health-giving exercise and sun and fresh air is their portion in any event. It is the workers with long hours, living in congested city areas, who gravely need these extra hours of sunshine and recreation out of doors.

Hospitals and sanatoria are desperately needed and fill an indispensable need. But it is to the prevention of disease that modern communities are turning as an even more fundamental and vital concern. The reduction in tuberculosis figures for the city recently announced is typical of what can be accomplished by early treatment of disease and preventative measures forestalling the conditions which give invading germs their opportunity to gain a foothold. Among such measures daylight saving has been awarded a conspicuous position by medical experts. When Dr. Copeland urged the preservation of daylight saving "in the name of humanity and public health," he stood upon accurate, scientific fact.

The poll taken by The Merchants' Association showed 230,000 out of the 241,000 workers in the city in favor of daylight saving. This overwhelming vote undoubtedly represents the sentiment of every city and town in the State—which is to say, four-fifths of the total

From Syracuse

THE SOLVAY PROCESS COMPANY

Syracuse, New York

February 8, 1921.

Mr. William Fellowes Morgan, President, The Merchants Association of New York.

Dear Sir: I have your telegram and letter of February 7th, regarding the Daylight Saving Law.

We are very much interested in retention of daylight saving for five months. We believe that it is the most beneficial thing for our men and for our officials, and we want to do anything we can to retain it.

We are writing today to our representatives as urgently as possible. We are also asking a number of our people to write to our representatives, and we are making an effort to have the Manufacturers' Association here take up the matter actively and get the other business interests of the city interested in an effort to get behind the movement. If there is anything else we can do, please let us know.

Yours very truly,

**THE SOLVAY PROCESS COMPANY,
M. H. KNOPP,
Vice-President.**

population. These complex, congested communities cannot obtain daylight saving by either local regulation or voluntary action. The farmer is in a far different situation. Provided train schedules are properly adjusted, the rural difficulties can speedily be surmounted. In past seasons labor difficulties created the chief hardship for the farmer in adjusting his plant to the new schedule, and these difficulties are certain to be greatly lessened next summer in view of the slump in industry and consequent unemployment.

The case certainly seems one in which the health of the many must prevail over passing inconvenience to the few. Every friend of progress and better health for the rank and file of industrial workers will hope that the State Legislature will view the problem with the broad, human outlook which it demands.

DAYLIGHT OR CANDLELIGHT

The Globe

Much sound sense is to be found in

Dr. Copeland's argument in favor of the retention of daylight saving as a measure for the prevention of disease. It is hard to exaggerate the importance of an extra hour of sunlight to the well being of the race, not only because it enables a large proportion of the population to take needed exercise, but also because of the antiseptic qualities of sunlight—too often overlooked in a civilization that loves to sleep late and burn candles at the other end. With this consideration added to the obvious economic advantages in saving electricity and fuel the large cities of the State are in no position to contemplate with equanimity the proposed abolition of the custom. The farmer should have his own way on his farm, but there is no reason why he should interfere with early rising and an early bedtime in New York City. There would be no justice in the repeal of the present local option plan for daylight saving by the representatives at Albany.

WHY THEY HATE THE CHANGE

New York Times

Of course, the spokesmen for the farmers rehearsed again at the Albany hearing the hardships which daylight saving inflicts upon the farmer—according to his own account. The reality of these hardships—the proof that they are anything more than inconveniences, not for all but for some of the farmers—never has been made clear. That they were not ruined by the years during which daylight saving has been practiced is obvious, and it is a significant fact that a subconscious appreciation of the weakness of their own case has compelled them to attempt the strengthening of it by means of arguments as ludicrous as is the contention that to set the clocks ahead in summer "violates the laws of nature." Men who say things like that are simply utilizing what the psychologists call a "protective mechanism"—one protective, that is, of an unavowable motive or state of mind.

They do not want to admit that they hate any change in established habits—that the unfamiliar irritates and irks them—that they are naturally antagonistic to anything that pleases "city folk." They are true descendants of forefathers who bitterly fought, in this and other countries, the change of the calendar from "Old Style" to "New Style"—a change which men exactly

NEWSPAPERS DEMAND CONTINUANCE OF DAYLIGHT LAW

like themselves held to be deprivation of thirteen days of life, and it came near producing revolutions in several lands. In Russia the Czaars, for all their power, did not dare, on this account, to set the year aright, and for more than a hundred years that country remained behind the rest of the world in that respect as in so many others.

New York State, if the farmers and their legislative representatives have the courage of their indifference to the wishes of a huge majority of the State's inhabitants, and it looks now as if they have, will resume "Old Style" this summer. New York City, fortunately, can save its daylight by local ordinance if it pleases, and will. That is an inconvenient and troublesome way of doing a good thing, but it is better than not doing it at all.

DAYLIGHT SAVING FOR THE MANY

New York Commercial

A movement now on foot to secure daylight saving from May 1 to September 30 in the Eastern Time Zone reveals the fact that this zone contains 50 per cent of this country's workers, and that 85 per cent of these represent the industrial, commercial, financial and professional fields. It has been found that not only does an extra hour of daylight increase the efficiency of such workers by the opportunity it affords for healthful recreation, but that other important economic benefits accrue to the nation, among them being the cultivation of home gardens and the conservation of fuel through reduced consumption of artificial light. Over against all this are the farmers, representing but 15 per cent of the population of this zone, strenuously protesting that daylight saving interferes with their work.

Those who have studied the question report that while this is true, the difficulties are not insuperable, the most serious being the relation of the farming interests to railroad schedules, which a little cooperation could easily overcome. Hence, for the greatest good to the greatest number, daylight saving should be continued.

DAYLIGHT SAVING IN TOWN AND COUNTRY

The Evening Post

Last year a bill to repeal the State Daylight Saving Law was stopped only by Gov. Smith. This year the rural interests hostile to it are stronger in

the Legislature, and it is believed that Gov. Miller approves of repeal. Yet the cities and towns should fight to the last ditch. The proposal to modify the law by shortening the daylight saving period, making it April 30 to September 30 instead of March 31 to October 31, is wise, and should silence many objectors. Legislators are having it brought home to them that the question is not simply of New York City against the rest of the State. Chambers of Commerce in Hudson, Beacon, Amsterdam, Geneva, Gouverneur, Gloversville and Ilion, as well as larger cities like Syracuse, have declared themselves for the law.

The argument based on considerations of public health presented by Commissioner Copeland at Albany yesterday is but one of a half-dozen that rural opponents cannot rebut. Daylight saving in every city and town from Montauk to Buffalo conserves light and coal, reduces occupational accidents, permits longer outdoor recreation, and encourages home gardening. The cities will not deny that real hardships have been worked by it in rural districts. Farm hands often wish their hours to conform to those of city workers and insist on beginning work when the dews hamper field occupations; and when the city man has to get his milk an hour earlier dairymen must start the milking machines long before dusk in the afternoon and before daylight in the morning. But we believe that if earnest effort were made these hardships could be greatly reduced and that those which would remain would be outweighed by the general benefits.

More depends on Albany's action than the hours of New York alone. If daylight saving is preserved here, the effort to induce Congress to enact it for all Eastern time-belt States will have a decided chance of success.

DAYLIGHT SAVING MUST CONTINUE

The Evening Mail

If the State Legislature should abolish daylight saving it will be acting against the interests and the wishes of the vast majority of the people of this State.

No legislator who heard the plea put forward by the advocates of that great reform before the legislative committees at Albany last week can possibly hold otherwise with any hope of having his position sustained by the facts. . . .

There are 10,384,829 people in this

State. Of these 8,589,844, or 82.7 per cent, are classed as urban, while 1,794,985, or 17.3 per cent, are classed as rural. The population of New York City alone is 50 per cent of the total State population.

There are 4,003,844 persons engaged in gainful occupations in this State, according to the Federal census. Of these only 9.3 per cent are employed in agricultural pursuits of all kinds, while 3,630,959, or 90.7 per cent, earn their bread in various manufacturing, trading, professional, clerical and domestic pursuits.

Even if it were conceded that daylight saving renders life a hardship to that 9.3 per cent of the population, should its comfort prevail over the manifest benefits that an extra hour of daylight in summer has brought to the 90.7 per cent who are for the most part compelled to work in offices and factories?

It has been clearly shown time and again that the only persons engaged in agricultural pursuits who would be seriously inconvenienced by daylight saving are the milk producers. Is that small minority to have its wishes consulted as against those of the overwhelming majority?

If there were any doubt as to what the majority of urban dwellers think of daylight saving—or any doubt as to what medical men and welfare workers believe it has accomplished for them—those who want daylight saving abolished might make out a plausible case.

But there is no doubt on these points. The Merchants' Association recently had a canvass made among employees in various establishments in this City. Within a few days the results showed 230,507 votes in favor of daylight saving and only 10,961 opposed. Results still coming in are said to be in the same proportion.

The advocates of daylight saving have proved their case beyond doubt. They have also shown themselves conciliatory by agreeing that the number of months for which it should prevail be reduced from seven to five. The question now is whether a great economic, hygienic and recreational reform, indorsed by the best medical men of the State and by industrial leaders and welfare agencies, shall be sacrificed to the convenience of a few.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7860

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MARTIN H. DODGE, Acting Manager, Industrial Bureau.
ARTHUR M. TRAVERS, Mgr. Legislative Service Bureau.
CLYDE A. COPSON, Mgr. Anti-Litter Bureau.
G. W. BRAMHALL, Mgr. Members'p Bureau.
N. FLANTER, Sec'y Membership Bureau.

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THE REPUBLICAN STEAM ROLLER IS BROUGHT INTO ACTION ON DAYLIGHT SAVING IN THE ASSEMBLY

By the use of every ounce of party authority and the employment of coercive strategy whose compelling force has been tested time out of mind in the Legislature, the Republican leaders managed to force through the Assembly last week a bill repealing the State Daylight Saving Law.

The tactics of the legislative majority leaders in their management of Daylight Saving are illustrative and instructive.

In the first place, the repeal bill, instead of being referred to the Judiciary Committee where it belonged, was sent by Speaker Machold, who comes from an Adirondack County which is bitterly opposed to Daylight Saving, to the Committee on Agriculture, which fully shares his hostile views. The bill had no more business in the Committee on Agriculture than a bill reorganizing the insurance system of the State would have had there.

Having taken this initial unfair advantage, the leaders found they did not have votes enough to pass the bill. Thereupon they invoked the authority of the party in the shape of the caucus to coerce weak-kneed members into line. How this worked was shown when Assemblyman Booth, of Utica, did not dare to vote for his bill when it was offered by Assemblyman Carroll, of Brooklyn, as a substitute for the repeal bill. Very few of the Republican members from outside New York City had the courage to represent their constituents in voting against repeal, and even two or three misrepresentative members from the City were frightened into casting their votes for country districts which already had votes in the Assembly instead of for their own constituents. The names of these members are:

Mr. Theodore L. Stitt, of the Eighteenth District of Brooklyn.

Miss Marguerite L. Smith, of the Nineteenth District of Manhattan.

Mr. George N. Jesse, of the Twenty-third District of Manhattan.

It is difficult to imagine what excuses

they will have to offer to their constituents for deserting them. Had it not been for their defection, the Daylight Saving Repeal bill might have been defeated. A gain of only one more vote would have done it.

The hostility to Daylight Saving repeal has suddenly taken shape in the Senate. An attempt to drive the "steam roller" over the majority in that body last Monday night was frustrated when fourteen Republicans refused to enter a caucus on Daylight Saving and the political captains who were attempting to call it were compelled to abandon the idea. It would be a mistake, however, to suppose that they have given up their purpose of repealing this beneficent law which is so necessary to the health and wellbeing of the people of the State. In obedience to a small portion of the population, these party managers have chosen to disregard the earnest warning of Health Commissioner Copeland that Daylight Saving is absolutely necessary in the struggle he is waging against the introduction of European epidemic diseases, and they choose to forget that Doctor Copeland's warning is echoed by every physician who has expressed himself upon the subject.

The proceedings in the Assembly last Wednesday demonstrated that the party leaders did not dare to leave the question of Daylight Saving to the people of the State. They voted down the proposal to take a referendum on the subject and when directly challenged, the leader of the Assembly, Mr. Adler, of Rochester, refused to say that he thought the majority of the voters were in favor of the repeal.

The unwisdom of attempting to override the will of the majority of the voters by the use of parliamentary and partisan tricks has been more than once demonstrated in the State of New York.

The comment of President Morgan on the action of the Assembly makes it perfectly clear that this Association will continue to fight for Daylight Saving in the interest of the City.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

WORK OF ANTI-LITTER BUREAU IS SHOWING RESULTS

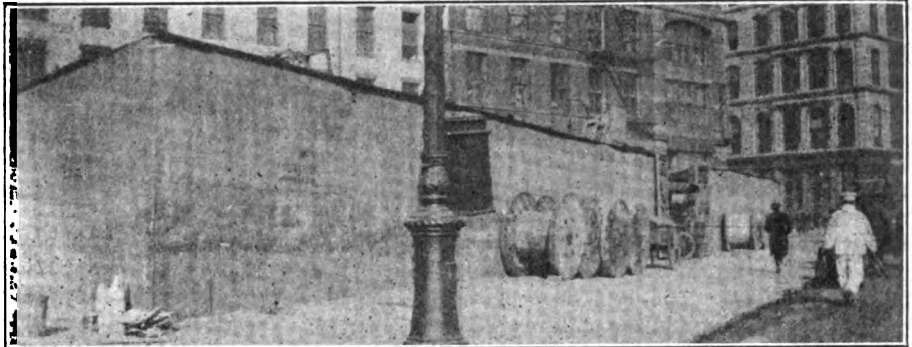
Fences Cleared of "Snipe" Posters and Vacant Lots Cleared of Refuse Resulting from the Slovenly Work of Poster Men—Navy Removes Its Recruiting Posters

The Merchants' Association, through its Anti-Litter Bureau, during the past eighteen months, has been actively engaged in Anti-Sniping and Anti-Littered Vacant Lots campaigns, in addition to its Anti-Littered Streets campaign, in an effort to bring about more tidy conditions throughout New York City. Nothing so mars the beauty of a city as litter and refuse.

Unlawful Advertising, or "Sniping"

Advertising bills posted on fences, walls of buildings, boxes and kindred places are unsightly and create litter. When these bills are posted without the

the property. The other way is to arrest anyone found posting material without the written consent of the property owner.



PHOTOGRAPH No. 1

Photograph number one is of a triangular fence located on Lafayette and Pearl Streets, Manhattan, owned by the Edison Company. About eight months ago this fence was a billposters' paradise. It was completely covered with advertising material of various kinds. Many of the bills were torn and hanging in shreds. The fence presented a sight which was not at all beautifying to the City. A letter was addressed to the President of the Edison Company, calling his attention to the fence and suggesting that the advertising material be removed, the fence painted and "POST NO BILLS UNDER PENALTY OF THE LAW" signs placed or painted on the fence in various places. This suggestion met with approval and was carried out with the result that there has not ap-



PHOTOGRAPH No. 2

without the written consent of the property owner, his rights are infringed upon and the law is violated. It is the purpose of the Anti-Litter Bureau not only to see that street litter is reduced to a minimum, but to protect, as far as possible, the rights of property owners whose property is being used unlawfully by outside advertising interests.

There are two ways to combat this evil. One way is to appeal to the owner of the premises to remove all advertising material which has been posted without his written consent and to paint or place signs in conspicuous places on the walls or fences where material has been posted reading: "POST NO BILLS UNDER PENALTY OF THE LAW." And after this is done, to give permission to no one to post advertising material on



PHOTOGRAPH No. 3

NEGLIGENT BILLPOSTERS ARE "BROUGHT TO BOOK"

peared on the fence from that time to the present a poster of any kind.

Vacant Lot Before and After

Photographs two and three are of vacant lots located on Wadsworth Avenue between 178th and 179th Streets. They were taken in April, 1920, and show a fence greatly abused by billposters, a fire hazard and a very untidy vacant lot in which children play.

Photograph number four shows these lots as they appeared on January 26th, 1921. The fence has been removed, thus relieving the community of an unsightly condition and depriving the billposters of a "snipe" location. A fire hazard has been eliminated. The lots have been thoroughly cleaned and the children will have a more healthful place in which to spend their recreation periods.

To bring about this improvement the

of this nature are sent direct to the proper city departments. Often, property owners, although they object to having their property rights infringed

A special meeting was held in the offices of The Merchants' Association, attended by Colonel L. J. Magill, of the United States Marine Corps; Mr. William



PHOTOGRAPH No. 5

on by violators of the law, do not know how to stop the violators, billposters particularly. The violator, on the other hand, is more or less defiant and needs the hand of the law to show him that he is in the wrong. Photograph number

Fellows Morgan, President of The Merchants' Association; Mr. S. C. Mead, Secretary of The Association, and Mr. C. A. Copson, Manager of the Anti-Litter Bureau of The Merchants' Association; to discuss this matter. Colonel Magill issued orders that all United States Marine posters, posted without the written consent of the property owner, must be removed by January 31, 1921, and that in the future no advertising material would be posted on private property until written permission is received. The United States Navy will also refrain from posting bills on private property unless permission is given by the owner.

With the Marines, Navy, several theatrical managers and The Billposters' Union No. 1 expressing a willingness to cooperate in the effort to stop unlawful billposting, little difficulty should be encountered in bringing about the desired result. If all will cooperate in this campaign by removing all advertising material from their property and have vacant lots cleaned and insist that their rights be respected, hundreds of untidy conditions will be cleaned up, the City will present a more pleasing appearance and will be a healthier place in which to live.



PHOTOGRAPH No. 4

Manager of the Anti-Litter Bureau adopted the shortest route to get results. Complaints were sent direct to the Police Department instead of appealing to the owners of the property. The law requires a property owner to keep his property free from refuse. City authorities can, if after a given time the property owner refuses to remove refuse from premises, have it removed and charge the expenses of removal to the owner.

For The Merchants' Association to attempt to locate property owners, many of whom do not reside in the City, and communicate with them in an effort to bring about the desired results would prove to be a great task and loss of time. This is why, in many cases, complaints

five will serve to illustrate the point in mind. This shows a wall located on City property, controlled by the New York Consolidated Railroad Company.

All the persons whose advertising material appears on this wall, together with the United States Marine Corps, were notified that these bills had been posted in violation of the law. Some of the violators have been notified several times, but continue to indulge in the practice and will, no doubt, continue to do so until the New York Consolidated Railroad Company has the material removed and prohibitive signs posted. The blank spaces on the wall indicate places where the United States Marine Corps has removed its material by request of The Merchants' Association.

CHICAGO MOTOR DEATH LIST

The total number of deaths in Chicago resulting from automobile accidents in 1920 was 559. That figure represents an increase of approximately 25 per cent over the automobile deaths of 1919. In 1919, 420 persons met death in motor crashes. In 1918 the number of fatalities resulting from automobile accidents was 374. In the year 5,757 Coroner's cases were presented. Of that number, physicians issued 2,144 death certificates. Of the remaining 3,613 cases one-seventh were automobile deaths.

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Extends Anti-Monopoly Law

(Sen. Int. No. 562, by Mr. Meyer)

To amend the General Business Law in relation to contracts for monopoly.

Section 340 is amended by extending the provisions against monopoly to include monopolies in the manufacture, production or sale in this State of any article or product used in the conduct of trade, commerce or manufacture.

Also adds new Section 341-A, providing the right to sue and have injunctive relief against threatened loss or damage arising from violation of Section 340.

The purpose of these amendments is to bring within the purview of the anti-trust act price-fixing combines among building material men. The present law prohibiting monopoly contracts applies only to articles or commodities of common use.

Would Remove Nuisances from Riverside Drive

(Sen. Int. No. 456, by Mr. Straus.)

To amend Section 9 of Chapter 152 of the Laws of 1894, by providing that after August 1, 1921, no slaughter house, soap, candle, varnish, vitriol, glue, ink, turpentine or bone factory, or manufactory of gunpowder, or any bone-boiling establishment, or factory for tanning, dressing or preparing skins, hides or leather, or crematory, dump or receptacle for the deposit of garbage, ashes, or refuse of any kind, or any other noxious, dangerous or offensive purpose or establishment whatsoever shall be erected or established, maintained or operated by or within the two parcels of land set apart as and for commercial or dock purposes adjacent to Riverside Park.

Marine Re-insurance

(Sen. Int. No. 552, by Mr. Townner)
(Assem. Int. No. 808, by Mr. Gardner)

To amend Section 22 of the Insurance Law in relation to re-insurance, by providing that when an insurer author-

ized to issue policies in this State re-insures any marine risks with a corporation incorporated outside of the United States, but admitted to transact business in this State, other than through its attorney, manager or agent in the United States, under a contract which provides that losses thereunder shall not be collectible out of, nor chargeable against, the assets of said corporation in the United States, the ceding insurer, as to the portion of such marine risks so ceded, shall be charged with unearned premium liability, and shall report and pay taxes thereon, but the insurer to which the business is ceded shall not be charged with unearned premium liability nor required to report or pay taxes on account of such marine risks.

Blue-Sky Law

(Assem. Int. No. 789, by Mr. Borkowski)

To amend the Banking Law in relation to the prevention of fraud in the sale of stocks, bonds and other securities.

Adds new Article 6-A, creating the New York Securities Commission, consisting of Superintendent of Banks, the State Treasurer and the Attorney General, which is empowered to pass upon all stocks, bonds and other securities offered for sale by every investment company, domestic or foreign. Securities of the United States, of any foreign government, of a State or Territory, county or municipality, of public service corporations, of State or national banks, and of certain classes of domestic corporations, also unsecured commercial paper, mortgages and new stock issued to stockholders are exempt. If the Commission finds that the proposed plan of business of a company or its securities are fraudulent, it shall not issue a certificate. Without such certificate, sale of securities is prohibited.

Investment of Trust Funds in First Liens on Property

(Assem. Int. No. 822, by Mr. Cheney)

To amend Section 111 of the Decedent Estate Law, and Section 21 of the Personal Property Law, by providing that fiduciaries may invest trust funds in bonds secured by trust mortgage on unencumbered real property in the State worth fifty per centum more than the amount loaned thereon; that any such bonds shall not be subordinate to any

other bonds secured thereby and shall not be subject to any prior interest therein; that the trust mortgage in which any fiduciary may invest funds shall be recorded and shall run to a resident of the State of New York, and shall, together with the insurance policies and evidences of title be held within the State for the equal benefit of all bondholders by the trustee under such trust mortgage; and providing further, that the provisions hereof shall not apply to the bonds of a corporation subject to taxation on a special franchise.

Under existing law, the investment of trust funds in parts of mortgages is restricted to mortgage participating certificates issued by title insurance and trust companies. These amendments would permit the investment of such funds in first mortgage bonds subject to restriction as to value of the mortgage security, thereby releasing for building construction purposes a large volume of funds not now available.

Inspection of Boilers and Elevators

(Assem. Int. No. 854, by Mr. Jesse)

To amend the Greater New York Charter in relation to the inspection of elevators and boilers.

Adds new Section 411-A, to read as follows:

When an elevator or boiler in any building in the City of New York is insured by any casualty insurance company doing business under the supervision of the Insurance Department of the State of New York, the Superintendent of Buildings, and Commissioner of Police, as the case may be, of said City shall accept said insurance company's annual certificate to such effect in lieu of the inspections required by the code of ordinances of the City of New York.

Taxes Real Estate Brokers and Salesmen

(Sen. Int. No. 336, by Mr. Gibbs.)
(Assem. Int. No. 546, by Mr. McWhinney.)

To amend the Real Property Law in relation to the licensing and regulation of real estate brokers and salesmen.

Adds new article 12-A, providing that on and after October 1, 1921, persons, firms and corporations engaged in business as real estate brokers or salesmen must be licensed by the Secretary of State. The annual license fee in New York City is \$25 for brokers and \$5 for salesmen. Where an additional license is desired by an officer of a corporation

NEW MOTOR LEGISLATION APPEARS IN LEGISLATURE

or a member of a copartnership the annual fee shall be one-half of that for the original license. Fifty per cent of such fees collected in New York City are to be paid over to the City.

The Secretary of State is empowered to suspend or revoke licenses in case of fraud or fraudulent practices, or where licensee has demonstrated untrustworthiness or incompetency to act as a real estate broker or salesman.

Receivers, referees, fiduciaries, lawyers and real estate brokers licensed under the laws of another State are exempt from the requirements of this bill.

Would Reduce Thefts of Motor Vehicles

(Sen. Int. No. 534, by Mr. Lowman.)

To amend subdivision 8 of Section 282 of the Highway Law in relation to the transfer of used motor vehicles, by requiring the seller of a registered vehicle to transfer to the buyer the certificate of registration indorsed to show name of buyer and date of delivery; also to deliver to the buyer a statement of transfer of ownership, which statement must be executed by the buyer and filed with the Secretary of State within ten days.

Requires Signs in Taxicabs to Show Ownership

(Assem. Int. No. 733, by Mr. Bloch)

To amend the Highway Law in relation to motor vehicles.

Adds new Section 287-b, to read as follows.

CERTAIN MOTOR VEHICLES TO HAVE SIGNS SHOWING OWNERSHIP. In every motor vehicle used in hacking, or otherwise used for hire, in any city of the State there shall be placed and kept by the owner thereof while such motor vehicle is so used, a sign stating the name of the owner of such motor vehicle. Such sign shall be of such size, with such lettering and in such position in the interior of such motor vehicles as to be conveniently read by passengers therein. Violation of this section shall be a misdemeanor.

Would Curb Reckless Motor Driving

(Sen. Int. No. 161, by Mr. Meyer.)

To amend Sections 289, 290-a, and 290-b, of the Highway Law in relation to operators and chauffeurs of motor vehicles, by providing that before an operator's or chauffeur's license is granted, the applicant shall pass such examination as to his qualifications as the Secretary of State shall require, which shall in every case include an actual and thorough test of the applicant's ability to operate a motor vehicle under normal traffic conditions. Upon

completion of a test of an applicant's ability to operate a motor vehicle the examiner or other person conducting such test shall require the applicant to make an unblurred imprint of the thumb and finger tips of his right hand, in ink, upon his application for a license, at a place thereon which shall be designated by the Secretary of State.

The Secretary of State is empowered in his discretion to revoke or suspend any certificate of registration or license issued, after hearing, upon ten days notice; also to subpoena witnesses and take testimony when investigating matters pertaining to certificates of registration or licenses to operators or chauffeurs.

Provides also that Magistrates and officers before whom operators and chauffeurs are convicted of any violation of Highway Law must within ten days after such conviction certify to the Secretary of State all facts concerning the conviction including the judgment of the court and the sentence imposed.

Voting Corporate Stock

(Sen. Int. No. 551, by Mr. Pitcher)

To amend the Stock Corporation Law in relation to consent of stockholders.

Adds new Section 70-A, to read as follows:

Whenever under the provisions of this chapter the consent of the stockholders or of a proportion of the stockholders is authorized or required, such consent shall not be deemed to mean the consent of stockholders of stock issued under a classification, which does not entitle the holders thereof to vote at meetings of the stockholders of such corporation.

Cancellation of Fire Policies for Non-payment of Premium

(Assem. Int. No. 805, by Mr. Crowley.)

To amend the Insurance Law in relation to cancellation of fire insurance policies for default in payment of premiums.

Adds new Section 121-A, providing that the failure of the insured, his agents or representatives to pay any premium on a policy of fire insurance within sixty days after it shall have become due shall operate to cancel the policy at the expiration of such period, unless the time for making such payment shall have been extended, before the expiration of such period, by the insurer, or his or its agent, in writing; in which case a failure to pay the premium within the period of such an extension, or of a written renewal thereof, shall operate to cancel the policy. It is further provided that the substance

of this section, in a form to be prepared or approved by the Superintendent of Insurance, shall be incorporated in the standard form of fire insurance policy to be used for every contract of fire insurance.

Miscellaneous

Permits Sunday Selling.—To add new Section 2147-a to the Penal Law, authorizing the pursuit of their businesses and occupations on the first day of the week in New York City by persons whose religious faith requires them to observe as Sabbath any other day of the week than Sunday and who actually refrain from business and labor on such other day. (Sen. Int. No. 460, by Mr. Katlin.)

Earlier Tax Payments.—To amend Section 914 of the Greater New York Charter, by requiring that the second half of taxes on real estate must be paid on or before July 1, instead of November 1, as at present. (Sen. Int. No. 511, by Mr. Downing.)

Deposits for Gas and Electricity.—To amend Section 63 of the Transportation Corporations Law, by authorizing a gas or electric corporation to require a deposit for gas or electric current equal to estimated price of such current for two months. Also providing that such deposits in case of insolvency or voluntary or involuntary liquidation of the corporation shall be entitled to priority of payment. (Assem. Int. No. 525, by Mr. Fenner.)

Ripper Bill.—To add new Section 44-a to the Greater New York Charter providing that upon prior recommendation of the Board of Estimate and Apportionment the Board of Aldermen shall have power to consolidate, abolish and transfer existing powers and duties of New York City boards, bodies, commissions, officers and employees. (Sen. Int. No. 591, by Mr. Donohue.)

Foreign Exchange.—To add new Section 1522 to the Penal Law, in relation to transmission of money to and from foreign countries. Provides that the exact amount must be expressed in instrument, in standard of unit of currency of country, which payee is entitled to receive. No brokerage fee shall be charged other than the regularly advertised rate. (Assem. Int. No. 549, by Mr. Dickstein.)

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

IS PLEASED WITH INDUSTRIAL WORK

New Members Elected to This Association by the Executive Committee on Monday

INCLUDES LEADING HOUSES

The Merchants' Association has received several letters commending the service rendered by The Association's Industrial Bureau.

Mr. James L. Madden, Supervisor of the Industrial Service Bureau of the Metropolitan Life Insurance Company, wrote as follows:

"Recently we had occasion to desire information about the wage situation in a number of New York banks. We took the matter up with Mr. Martin H. Dodge, Acting Manager of the Industrial Bureau. We want you to know of our appreciation of the courteous, prompt and efficient manner in which this request was handled. We certainly hope that we may be in a position to reciprocate some time in the near future."

New Members Elected

The following individuals, firms and corporations were elected members of The Merchants' Association by the Executive Committee last Monday:

Baker Brush Company, Incorporated, Mr. Alfred Baker, President, 83 Grand Street—Importers and Manufacturers, Brushes.

Gillespie, Mr. George J., 20 Vesey Street—Lawyer.

Hotel Manhattan Square, Mr. Jeffrey Harold Frohman, Manager, 50 West Seventy-seventh Street—Hotel.

Kalter-Cerf Mercantile Company, Incorporated, Mr. Max Kalter, President, 591 Broadway—Jobbers and Wholesale Auctioneers, Shoes.

Master Trucks, Incorporated, Mr. W. E. Cobb, New York Manager, 227 West Sixty-first Street—Motor Trucks, Sales and Service.

Pierson, Mr. J. Fred, Pierson and Company, Incorporated, 29 Broadway—Iron and Steel.

Radus, N., and Sons, Incorporated, Mr. Morris Radus, Treasurer, 78 Bowery—China and Glassware.

Silver, Isaac, and Brothers Company, Mr. Isaac Silver, President, 395 Broadway—Five and Ten Cent and One Dollar Stores.

Simons, Mr. Herman F., 438 Broadway—Cotton Yarns.

Specialty Clothing Company, Mr. Lipp-

man Cohen, 198 Canal Street—Manufacturers, Boys' Clothing.

Universal Braid Works, Mr. Israel Grabelsky, 108 West Eleventh Street—Manufacturers Braids and Silk Yarns.

Yoakum, Mr. B. F., Chairman of Executive Committee and Board, St. Louis and San Francisco Railroad Company, Room 1102, 71 Broadway—Railroad.

Youngsters' Novelty Company, Mr. Benjamin Rubinsky, 710 Broadway—Children's Clothing.

FOR NEW YORK CITY

This Association Supports Brooklyn Move for Reorganization and Retrenchment

At the request of the Brooklyn Chamber of Commerce, The Merchant's Association has endorsed a bill prepared by the Brooklyn Chamber providing for the appointment of a Commission on Reorganization and Retrenchment for the City of New York. It provides for a representative commission to inquire into the local government of the City and the five counties which it includes, to examine the charter and local laws affecting the City, to investigate the methods of conducting business in the various branches of the City government and to determine how the elimination of unnecessary work may be brought about. The expenses of the Commission are limited to \$50,000.

The Merchants' Association will co-operate in securing the passage of the bill.

FREIGHT CHANGES

The Traffic Bureau Has a Copy of Consolidated Freight Classification, Effective April 1

The Traffic Bureau of The Merchants' Association has received Consolidated Freight Classification No. 2 issued by the Consolidated Classification Committee, effective April 1, containing rules and regulations governing the acceptance and delivery of freight shipments, together with ratings and descriptions upon individual articles.

Numerous changes are made in descriptions and ratings, many of which are of interest to members of The Merchants' Association. The new publication is on file in the Traffic Bureau, where it may be examined by interested members.

CONVENTION LIST OUT FOR MARCH

Convention Bureau Makes Public the Events Which Will Be Held in This City

SOME IMPORTANT MEETINGS

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of March:

- United Jewelers—March 1.
- National Automobile Chamber of Commerce—March 3.
- Dental Manufacturers' Club of the United States—March 4.
- Intercollegiate Association of Amateur Athletics of America—March 5.
- Brooklyn Automobile Show—March 5-12.
- Boy Scouts of America—March 7.
- National Federation of Export Managers—March 7.
- National Elevating Truck Manufacturers' Association—March 12.
- American Posture League—March 12.
- National Association of Waste Material Dealers—March 14-16.
- International Flower Show—March 14-20.
- Associated Manufacturers of Electrical Supplies—March 15.
- National Association of Men's Straw Hat Manufacturers of America—March 16.
- Refractories Manufacturers Association—March 16-18.
- Convention of Amateur and Commercial Radio Men—March 16-19.
- Swedish Chamber of Commerce of the U. S. A.—March 22.
- Silk Association of America—March 23.
- Eastern Commercial Teachers' Association—March 24-26.
- Eastern Penmanship Teachers' Association—March 24-26.
- National Association of Amateur Billiard Players—March 25.
- United Order of the Golden Cross, Grand Commandery of the State of New York—March 29.
- Jewelry Crafts Association—March 30.
- Railway Business Association—March 31.
- League for Industrial Rights—March
- Alumni of New York Dental Department, University of Buffalo—March.

Why not file "Greater New York"?

OUTLOOK FOR NEW INVESTMENTS IN CONSTANTINOPLE

American Chamber of Commerce for the Levant Makes Detailed Statement of the Situation in the Turkish Capital—Existing Hotels Make Money

Prepared by the Foreign Trade Bureau
of The Merchants' Association

Some time ago The Merchants' Association of New York was approached for information with respect to the desirability of constructing and operating an American hotel in Constantinople.

In order to obtain for our member correct and up-to-date information with respect to this matter, a letter was addressed to the American Chamber of Commerce for the Levant in Constantinople.

The reply to that letter is of such general interest as picturing conditions in that part of the world that it is reproduced herewith for the benefit of any interested member.

A Crowded City

"At present Constantinople is very crowded owing to the very large influx of refugees from Turkey and also from Russia. Also during the past 12 years destructive fires have destroyed about 40,000 houses within the city and on this devastated ground perhaps not 1,000 houses have been reconstructed. You will understand therefore in what crowded condition we are living. Hence people who have property find the rent of same most profitable and are hardly willing to part with it, especially the desired locations in the city, if they are able to maintain them. At the same time some of the rich Turks, who have held lucrative official positions, now finding themselves without an income, are forced to sell, and, at times, at a very reasonable figure, unless they find a prospective buyer a little too keen for the purchase; in which case the transaction is a little more complicated before a settlement is reached.

"The above is preface to the statement that there is not a large amount of property desirable for Hotels.

Property Available for Hotels

"In the middle of the business section of the city where the two best Hotels are found there is one place which can be obtained for \$720,000. It is a five-story building, and as I understand, could easily be converted into a Hotel. The building covers the space of 33,900 square feet. Also there is a possibility of obtaining surrounding property which

could be converted into a garden of the Hotel or used for annexes.

"The business section of the city has recently moved further out, and a continued development in this direction is anticipated.

Other Sites

"Property just beyond the end of the business section in a very good location can be secured for from \$7 to \$9 a square foot or it would be possible to lease a certain part of ground from the Armenian Association, the property to revert to the association after a certain term of years.

"I have spoken of property in the upper foreign section of the city. In old Stamboul, just across the Golden Horn (a small river), which is also a business section but the principal centre of Turkish residence, there is the possibility of securing a desirable plot of ground for the erection of an Hotel. The only unfavorable feature is that it is not so convenient to the foreign quarter and to the section of the city where the theatre and amusement places are located.

Need for Hotels

"At present the Hotels cannot accommodate one-fifth of the demand for accommodations. There are but two Hotels where satisfactory accommodations can be obtained: Pera Palace with 100 beds charging \$4 to \$11 a room per day, Tokatlian with 90 beds charging the same price. There are about six hotels with 40 beds where accommodation are very much inferior, with prices from \$2 to \$8 a room per day. Prices do not include meals and do not provide luxuries or even such accommodations as we find in the average hotels in America. There are very, very few private baths, and the sanitary arrangements are not the best. These hotels are making money easily and therefore seem to see no reason why they should expend money when they are not obliged to do so.

"Meals at these Hotels are a la carte and range from \$3 up.

"The management of the Hotel is native. Of course there must be native assistance in the Hotel but the supervision must necessarily be in the hands of a westerner who would understand

what accommodations and service really are.

Taxes Are Uncertain

"There is no operating tax on foreigners who own Hotels, that is there is not at present. Regulations with regard to Turkish finance may change. There is a tax of 10 per cent on the revenue.

"I believe that local funds would be available for investment for any American Hotel. These funds would be provided by certain capitalists who would doubtless demand partnership in the firm. American capital would allure other capital.

"The largest Hotel in the city was bought outright by a native who came to the city from one of the smaller port towns.

Would Welcome American Hotel

"The above information is conditional. Absolute facts cannot be given until all the features of the case are in hand and one is on the ground ready for the transaction. We Americans would welcome an Hotel here run on an American plan; we are certain that it would be a success.

"An American bank, the Guaranty Trust Company, has just been established at Constantinople and is winning success. This evidences the permanence of American interest in this region."

Additional Information

The following additional information was supplied by Mr. J. Th. Guichas, of Constantinople:

"Mr. Lawrence Moore, Secretary of the American Chamber of Commerce in the Levant, has asked us with regard to the value of real property and hotel prospects in Constantinople, and in this letter I have the honor of giving you certain supplementary information.

The City

"Constantinople is built amphitheatrically, on the sides of a hill, so that one gets a splendid view from almost every point.

"The present population of the city is well over 2,000,000 people, and keeps constantly increasing. The climate is temperate and fine the greater part of the year. During the winter, which never lasts more than three months, the weather is irregular, sometimes

INTERESTING SKETCH OF CONDITIONS IN TURKEY

with snow and again periods of fine days, as it is the case this year. The month of August, which is the warmest month of the year, has an average temperature of 23.60 centigrade, and February, the coldest month of the year, 5.50 below zero. Springtime, beginning the middle of March and lasting until the end of June, is glorious on the Bosphorus, while summer months in the Prince's Island, in the Sea of Marmora, and at one hour's distance from the city with the ferryboat, are most agreeable.

"Constantinople because of her exceptionally favorable geographical and topographical situation, could be built up by a proper and paternal Government into a most prosperous and very beautiful and picturesque city, but political insecurity and Governmental inaptitude and lack of good will and effort, have left the city so neglected that she lacks today the accommodation that one gets in any secondary town of the United States or in Europe. Drainage, water supply, transportation, highways, hotel accommodation and dwelling, etc., are very unsatisfactory, and the capital that would be invested in any of these enterprises would prove a very remunerative investment.

"Americans have kept outside of these enterprises up to the present, and it is the Europeans that have profited by concessions, railways, street cars, electric illumination, etc.

Hotel Accommodation

"Hotel accommodation is very inefficient; there exist no high class hotels in Constantinople.

"The following are the principal hotels operating:

"*Pera Palace*.—The biggest hotel in the city; owned by Bod. Athanassiades, a Greek subject; managed by a Frenchman.

"Well situated and solidly built; was bought furnished at the very beginning of the armistice for about \$1,000,000 from the Societe des Wagons Lits; is said to have a daily net profit of \$1,000.

"Disposes of 130 beds for clients. Possesses a big hall utilized for dining room, and from five to seven o'clock daily as tea room, and during the winter as a dancing room.

"Rates of rooms, \$4 to \$9 per day without meals; \$3 table d'hôte, and also a la carte. The cooking is French and Oriental.

"*Tokatlan*.—The building belongs to the Armenian Patriarchate and is let

to Mr. Gar. Tokatlian, an Armenian; it is the second best hotel in the city and disposes of ninety beds for clients, a large hall serving as a dining room and from five to seven o'clock as a dancing room.

"Rates of rooms, \$2 and \$5 to \$8 per day, and \$3 table d'hôte. The cooking is French and Oriental.

The other five next best hotels are: Hotel des Londres, Hotel Bristol, Hotel Khedivial, Hotel Royal and Hotel Continental, all owned by Greeks and disposing of from forty to fifty rooms. Their room rates range from \$2 to \$7 per day.

"The other hotels are of absolutely no importance.

"All these hotels are in Pera, the European part of the city, and situated in the very center.

Hotels in the Suburbs of the City

"On the Bosphorus, which is well frequented during the spring and summer months, operates the Grand Hotel de Therapis, disposing of eighty to ninety rooms.

"On the Princes' Islands, the favorite summer resort of Constantinopolitans, there exist three secondary hotels and some of less importance.

"The hotel accommodations have always been insufficient, but more so today, when one considers the increase of the city's population during the war and since the armistice; while the number of houses burnt down by fire amounts to about 40,000. Not even the 1 per cent has been restored, consequently house rents have risen unexpectedly.

"Our opinion is that the prospects of a modern hotel are very good. The clients of such a hotel would be largely of tourists and business men.

Real Property

"Business men as a rule will sacrifice the best panoramic view to practical purposes, and as Constantinople is built amphitheatrically and one may get a beautiful view from the center of the city, we think that such a hotel should be built in the center of the city.

"Unfortunately, in the center of the city no free land is available; there only exists buildings which could be transformed into hotels. Such a building, positively one of the best structures in the city, could be obtained for 12,000,000 French francs, or about \$720,000, for which the yearly land income tax will amount to \$5,000. This building possesses 32,000 square feet of solidly

built surface and 2,000 square feet un-built (total 33,990 square feet), with three sides on the street. It is in the very best center of the city.

"On the other hand land property along the street car line, ten to twenty minutes from the center of the city by the street car, can be bought at \$7 to \$11 the square foot. I might inform you that Constantinople has a single artery running from Galata, the lower city on the coast up to Chichli, about three miles long, running across the European quarter of the city and served by a single street car line.

"We think that local capitalists would be interested in such an enterprise if they had confidence in the honesty and capability of the person that undertook the enterprise.

"Concerning taxes, there only exist for foreigners (enjoying the regime of capitulations, and American subjects are included) the land revenue tax, which amounts to 12 per cent on the presumed revenue.

"Considering the high exchange of American money (one Turkish pound normally equalled \$4.40, actually \$1 Ltq \$1.65) you will feel persuaded that the situation and conditions of the city warrant your serious and prompt attention for the establishment of an American hotel in this city.

"We hope that the above information will be of service to you, and it would give me great pleasure to answer any further inquiry which you might make, and I shall be glad to assist the American gentleman in every way possible in making arrangements when he comes to the Near East."

LAND FOR CENTRAL PARK

When the first purchase of land for Central Park was made in the early fifties it was looked upon as rural park, far outside the bounds of the city for generations, amid farm fields and forests, and there is a record of thirteen different farm parcels acquired at the farm prices of that period. Later acquisitions brought higher prices and the records of the Bureau of Statistics of the Finance Department show that one parcel was acquired by condemnation on June 15, 1864, at \$1,357,606.27; another on May 27, 1867, at \$752,754; another on April 13, 1869, at \$1,705,248.32 and a conveyance made on February 27, 1878, by George Leffler and wife at \$127,000.

FOREIGN TRADE PROGRAM FRAMED

**National Foreign Trade Council
Makes Public Plans for the
Eighth Convention**

COVERS VERY WIDE RANGE

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The National Foreign Trade Council has announced a tentative program for the Eighth National Foreign Trade Convention which is to be held at Cleveland on May 4, 5, 6 and 7.

These meetings have grown in attendance and influence in foreign trade circles throughout the United States, and it is the expectation of the National Foreign Trade Council that the forthcoming meeting at Cleveland will surpass all the others in its direct helpfulness in building up the foreign commerce of the country.

The Tentative Program

The General Convention Theme will be "American Foreign Trade and Its Present Problems." The tentative program agreed upon is as follows:

TUESDAY, MAY 3.

Meeting of Trade Advisers.....8.00 P. M.
Reception.....9.00 P. M.
By Members of the Council for Foreign and
Convention Delegates.

WEDNESDAY, MAY 4.

First General Session.....10.00 A. M.
1. American Trade and Its Influence on Foreign Exchange.
2. The Causes of Inflation and Its Effect on the Exchanges.
Second General Session.....2.30 P. M.
1. Influence of American Investment Abroad.
2. The Settlement of Our Export Balance.
3. Frozen Credits—What They Are and How to Thaw Them.
Group Sessions.....8.00 P. M.
Group I. Commercial Education for Foreign Trade.
Group II. Foreign Credits (in Cooperation with the National Association of Credit Men).
Group III. Problems of the Export Manager in Cooperation with the Export Managers' Club).

THURSDAY, MAY 5.

Third General Session.....10.00 A. M.
1. The Effect of Double Taxation on Foreign Trade.
2. Foreign News and Foreign Trade.
3. Discriminations Against American Trade.
4. A reasonable American Policy for Foreign Loans.
5. Adequate Foreign Service Essential to Our Foreign Trade.
Group Sessions.....2.30 P. M.
Group IV. Special Export Problems of the Manufacturer (in Cooperation with the American Manufacturers' Export Association).
Group V. Foreign Trade Advertising.
Group VI. Inter-American Trade Relations.
Group VII. The Interest of Agriculture in Foreign Trade (in Cooperation with the American Farm Bureau Federation).

FRIDAY, MAY 6.

Fourth General Session.....10.00 A. M.
1. American Maritime Policy.
2. Marine Insurance.

3. Inland Transportation for Foreign Trade.
4. Return Cargoes.
Group Sessions.....2.30 P. M.
Group VIII. Banking Service to Foreign Trade (in Cooperation with the American Bankers' Association).
Group IX. Merchandising and Forwarding (in Cooperation with the American Exporters and Importers' Association).
Group X. Trade Relations with the Far East.
Banquet.....7.30 P. M.

SATURDAY, MAY 7.

Fifth General Session.....10.00 A. M.
1. Reports of Group Sessions.
2. Final Declaration of the Convention.

COAL COMMITTEE

Special Body Named to Take Up Proposed Coal Shortage Legislation

A Special Coal Shortage Committee has been appointed by The Merchants' Association to study the legislation proposed by Senator Calder's Investigating Committee to meet the coal situation. The members of this Committee are as follows:

Mr. Frank A. Horne, President of the Merchants' Refrigerating Company, Chairman.

Mr. J. F. Bermingham, President of the Delaware Lackawanna and Western Coal Company.

Mr. Michael F. Burns, President of Burns Brothers.

Mr. Frank deK. Huyler, President of Huyler's.

Mr. Walter Kidde.

Mr. Percy C. Madeira, of Madeira, Hill and Company.

Mr. W. H. Nichols, Jr., President of the General Chemical Company.

Mr. James H. Post, President of the National Sugar Refining Company.

Mr. Reeve Schley, of the Chase National Bank.

Mr. Burton F. White, of the Hotel Bossert.

Mr. F. W. Wilshire, Vice-President of the Consolidation Coal Company.

FAILURES LAST YEAR

According to Dun and Company's compilations, the number of mercantile and industrial insolvencies in the United States as a whole in 1920 was 8,881, with liabilities of \$295,121,805; 291,237 a year earlier, 9,982 and \$163,019,979 two years previously, 13,855 and \$182,441,371 in 1917, and 22,156 and \$302,286,148 in 1915. Of the indebtedness of the late year \$127,992,471 was in manufacturing lines, against \$51,614,216 in 1919; the comparison among traders is between \$88,558,347 and \$37,670,443, and in the brokers, agents, etc., division between \$78,570,987 and \$24,006,578.

IMPOSING ADDRESS DEEMED ESSENTIAL

**Promoters of Dubious Charities
Now Seek a "Main Office"
Location That Looks Well**

BUT IT MAY MEAN NOTHING

Prepared by the Bureau of Advice and
Information of the Charity
Organization Society

To the Classic Query "What's in a name?" may well be added "What's in an address?"

Promoters of questionable charity schemes realizing the necessity of at least seeming to have a responsible background, have long engaged in the practice of reinforcing their letterheads with the names of well known persons who never heard of them or their projects. Apparently the address has been considered of little importance.

Wearing Them Out

Recently, however, a change became evident. Certain addresses began to be used with significant frequency on appeals which, with equally significant frequency were shown to be insincere in purpose. An examination by the Bureau of Advice and Information of the Charity Organization Society indicates that during the last year more than half of those peripathetic philanthropies that appear today and disappear tomorrow, serving no purpose but that of the promoter, have had their "Main Office" at one or the other of two addresses. Both of these sound distinguished; both are calculated to impress the impressionable.

The reality, however, is far from distinguished. The "Main Office" is no more nor less than a shabby roll top desk in a dingy room crowded with similar "offices," where for as brief period as a week the erstwhile philanthropist may receive his mail and enjoy the protective offices of an ultra-sophisticated telephone girl.

Each to Its Kind

One of these addresses is favored by altruists who promote welfare organizations of one kind or another; the other by those who would preserve the social order and save American institutions from destruction. Both are so well known that to the initiated they convey the definite certainty of uncertainty.

The methods of obtaining money from the public under the guise of charity are becoming more and more plausible.

"To Foster the Trade and Welfare of New York"

GENERAL LIBRARY
1921
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GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MARCH 7, 1921

No. 10

Daylight Saving Repeal Is Sent to the Governor

Party Pressure Drives the Repeal Bill Through the State Senate With Only One Vote To Spare, Regardless of Protests—This Association Asks Governor Miller To Veto the Bill and Requests Him To Delay Action Until It Can Lay Its Views Before Him

Undeterred by the strong sentiment in favor of the continuation of Daylight Saving, the State Senate last Thursday passed the Assembly bill repealing the State Daylight Saving Law.

The measure now goes to Governor Miller for his approval or veto.

Machine Methods Used

The bill was forced through the Senate by the machine methods which were used to jam it through the lower branch of the Legislature.

After the bill passed the Assembly, it was sent to the Senate where the minority Senators, solidly opposed to it, were joined by the Republican majority delegation from New York City and by four majority Senators from outside the City, two from Westchester County and two from Erie County, in both of which counties there is an overwhelming sentiment for Daylight Saving.

Public Sentiment Expressed

This situation caused the opponents of Daylight Saving to hesitate before attempting to pass the bill in the Senate. The Merchants' Association, feeling that their efforts would be directed to bringing the Westchester and Erie Senators "into line," sent representatives into both those counties to aid in bringing about an expression of public sentiment with regard to Daylight Saving. Postal cards addressed to the Senators were distributed among their constituents

From a Physician

CHARLES H. CHETWOOD, M.D.

25 Park Avenue, New York

Hon Nathan L. Miller,
The Capitol, Albany, N. Y.

Sir: As ex-president of the Medical Society of the County of New York, a member of the boards of many public institutions, and as a practicing physician of over twenty years' standing, I beg to enter my plea in behalf of the retention of "daylight saving."

In view of the necessity of the conservation of public health in general and the indispensable agency to this end of sunlight, air and outdoor exercise, it must be generally conceded that "daylight saving" is a means toward this important end and should therefore receive universal endorsement.

Very truly yours,
CHARLES H. CHETWOOD.

with the request that they be signed and forwarded by voters who desire Daylight Saving to be continued. The result was that thousands of cards, each signed by a voter, were sent to the Senators in Albany.

Protest Against Repeal Unheeded

Notwithstanding this demonstration, the majority leaders insisted that the Senators should ignore the express wishes of their constituents upon the ground that the party platform pledge with regard to Daylight Saving must be

fulfilled by the passage of the repeal bill, even though the daylight plank in the platform did not declare for repeal.

As a result of their efforts, every Republican vote outside of New York City was cast against the law and the repeal bill was passed on Thursday by a vote of twenty-seven "Ayes" to twenty-two "Noes," after various amendments and substitutions had been voted down.

Will Appeal to Governor

A forewarning of what was to take place was given by a conference of the majority Senators on Monday night when the Westchester and Erie County Senators announced to their colleagues that they would vote for Daylight Saving. In the hope that something might still be done to save the repeal, The Merchants' Association sent representatives to Albany to repeat the arguments in favor of Daylight Saving, but their efforts were without avail in the face of the pressure that was exerted by the majority leaders.

Appeal to Governor

Efforts will be made to induce the Governor either to veto the bill outright or, at least, to send it back to the Legislature for amendment. Should these efforts fail, however, the campaign for Daylight Saving will be carried on. The friends of Daylight Saving feel confident that a great majority of the inhabitants of New York State are in favor of it and they are convinced that this

ASKS GOVERNOR TO VETO DAYLIGHT SAVING REPEAL

majority will insist upon having its way with regard to the matter.

President Morgan's Comment

When Mr. William Fellowes Morgan, President of The Merchants' Association, learned that the Daylight Saving Repeal Bill had passed the Senate, he said:

"The same machine methods that were used to force the bill through the Assembly have proved successful in the Senate. In the lower branch of the Legislature, the opponents of Daylight Saving had two votes to spare. In the Senate they have only one. These votes are only another proof of the tremendous sentiment throughout the State in behalf of Daylight Saving. With the largest majority they have had in the Legislature for years, the party in control using all its authority, is barely successful. We shall now appeal to the Governor to veto the bill, out of deference to the sentiment in opposition to it, or, failing that, to have it recalled by the Legislature for amendment.

"There is no excuse for the bill in its present form. It does not carry out the promise made in the Republican State platform and, in operation, it would be certain to cause confusion from one end of the State to the other."

Mr. Morgan sent the following telegram to Governor Miller:

"We respectfully but strongly protest against the approval by you of the Daylight Saving Repeal Bill just passed by the Senate and now before you.

"Careful inquiry by us throughout the State warrants the assertion that this measure is opposed by a large majority of the people and to give it effect will be to subordinate the rights of the majority to the demand of the minority.

"The reasons for and the beneficial effects of daylight saving have been made known to you and are clearly evident. The additional period of leisure time which daylight saving affords is not only a great boon to the vast population of the cities but is likewise a potent influence in protecting and promoting the health of city dwellers.

"The local option feature of the bill is not a sufficient nor tenable alternative for the reason that it will subject the entire population of the State to extreme inconvenience and annoyance by practically destroying the standard of time and substituting a great diversity of time in various communities.

"We further protest that the bill as passed does not reflect the sincere con-

Daylight Repeal Bill STATE OF NEW YORK.

2d Edg. 67. Nos. 237, 730. Int. 236.

IN ASSEMBLY,

January 25, 1921.

Introduced by COMMITTEE ON AGRICULTURE—read once and recommitted to said committee—reported from said committee with a substitute, ordered printed and placed on the order of second reading.

AN ACT

To amend the general construction law, and the general municipal law, in relation to standard time.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section fifty-two of chapter twenty-seven of the laws of nineteen hundred and nine, entitled "An act relating to construction, constituting chapter twenty-two of the consolidated laws," as amended by chapter one hundred and twelve of the laws of nineteen hundred and eighteen, is hereby amended to read as follows:

§ 52. Time, Standard. The standard time throughout this state is that of the seventy-fifth meridian of longitude west from Greenwich, [except that at two o'clock ante meridian of the last Sunday in March of each year such standard time throughout this state shall be advanced one hour, and at two o'clock ante meridian of the last Sunday in October of each year such standard time throughout this state shall, by the retarding of one hour, be returned to the mean astronomical time of the seventy-fifth meridian of longitude west from Greenwich,] and all courts and public officers, and legal and official proceedings, shall be regulated thereby.

§ 2. Chapter twenty-nine of the laws of nineteen hundred and nine, entitled "An act relating to municipal corporations, constituting chapter twenty-four of the consolidated laws," is hereby amended by inserting at the end of article five a new section, to be section ninety-one, to read as follows:

§ 91. Power of certain municipalities in relation to fixing standard time in the municipality. The governing board of a city or village, by ordinance, may provide that at two o'clock ante meridian of a day to be fixed by the ordinance not earlier than the last Sunday in March of each or any year the standard time within the corporate limits of the city or village shall be advanced one hour from that of the seventy-fifth meridian of longitude west from Greenwich, and that at two o'clock ante meridian of a day to be fixed by the ordinance not later than the last Sunday of October of the same year such standard time, as so advanced, shall be retarded to the mean astronomical time of such seventy-fifth meridian west from Greenwich; and all courts and public officers of the city or village, and legal and official proceedings within the city or village, shall be regulated by such ordinance, notwithstanding the provisions of section fifty-two of the general construction law, as amended.

§ 3. This act shall take effect immediately. EXPLANATION—Matter in *italics* is new; matter in brackets [] is old law to be omitted.

victions of some of those who voted for it. Those votes were cast under political pressure against the personal beliefs of the Senators in question and in defiance of an overwhelming demand from

their Constituents that they oppose Daylight Saving repeal.

"We do not believe that legislation opposed and resented by a large majority of the people of the State should be enacted by the votes of a small number of reluctant Senators coerced into voting against their convictions and against the wishes of their constituents. We urge therefore that before acting on this measure you give us an opportunity to present to you our objections."

Up State for Daylight

Industries Oppose Repeal of the State Law

Protests against the repeal of the State Daylight Saving law continue to pour in upon Governor Miller, members of the Legislature, and The Merchants' Association.

Glens Falls Petition

The Glens Falls Paper Products Company writes that its employees have signed a petition against the repeal of the Daylight Saving law. Mr. W. W. Clark, Treasurer of the Company, says:

"We are very much interested in this work, and will be pleased to assist in every way possible."

The Esco Electric Supply Company of Albany has written to Governor Miller, adding its plea for the continuation of Daylight Saving.

The Cochran Box and Manufacturing Company, Inc., of Lockport, by Mr. J. M. Cochran, General Manager, writes as follows:

"Your circular letter of the 10th with reference to the State Daylight Saving Law has been received, and we have been pleased to cooperate along the lines suggested therein, and beg to extend congratulations to your Association for its initiative in this matter which is of so widespread an interest, but must needs find articulate expression."

The firm of Malloof Brothers of Oneida writes that it is in favor of Daylight Saving for the five summer months.

Newburgh Is Positive

The Atlas Roofing Company of Newburgh has written strongly to Governor Miller and to members of the Legislature. Mr. H. A. Daniel, its President, says:

STRONG SENTIMENT UP STATE FOR DAYLIGHT SAVING

"The writer has talked to a great many people in reference to the Daylight Saving plan, and he has not yet found a single business man, professional man or working man who does not indorse the plan.

"The indorsement of the people living in the cities of the State is practically unanimous.

"This is important when you remember that a large majority of the people of New York live in the cities.

"We, therefore, urgently request you to use your best efforts to see that the present law is continued without any amendment other than an amendment to reduce to five months the time in which the law is effective in each year."

Sentiment in Buffalo

The Churchill Grain and Seed Company of Buffalo is urging the Legislature to retain Daylight Saving.

The L. Black Company, Rochester, has forwarded a petition signed by its employees against the repeal of Daylight Saving.

The Jacob Dold Packing Company of Buffalo writes:

"If there is any possible manner in which this company can aid you in this campaign we shall be pleased to hear from you."

The Beacon Tire Company, Inc., of Beacon, has written to Governor Miller as follows:

"Confirming our telegram, we have made a canvass of our plant, and every employee is heartily in favor of Daylight Saving, and we believe the bill placing it on a five months' basis instead of seven would be the one you should favor.

"It certainly would be legislation in favor of a small minority if Daylight Saving were repealed, and we therefore urge you to act in this matter in accordance with the will of the great majority of the State. We have now had two years of Daylight Saving, and so far, while the farmer has grumbled considerably, he has managed to produce enough, and no one has gone hungry on account of it."

In Rochester 12,000 Vote "Aye"

Mr. F. W. Lovejoy, Vice-President of the Eastman Kodak Company, Rochester, has wired to Governor Miller as follows:

"Our twelve thousand employees have voted in favor of daylight saving for nineteen twenty-one. On their behalf

we ask your favorable consideration of the retention of the principle of daylight saving at least for industrial workers."

N. B. Keeney and Son, seed growers, of Le Roy, writes as follows:

"We are in receipt of your circular of the 10th regarding daylight saving. We and our employees are in favor of the daylight saving law, preferably on a five-months' basis instead of the seven-months' plan, and we will be very glad to write both our Senator and Assemblyman urging that the law be retained on the statute books."

The Buffalo Metal Furniture Manufacturing Company of Buffalo has written to Senator Swift and Assemblyman Slacer, urging the retention of daylight saving, as follows:

"We solicit your aid in helping to push over the daylight saving law. We think this is a very good proposition, in view of the fact that it gives our employees a chance to enjoy themselves in the early evening, and we cannot understand why one small class of people should try to regulate the affairs of the majority. The trouble with the farming element is that they have always wanted to have their own way, and when they do get it they do not know what to do with it.

"We trust you will do your utmost to have this bill passed for at least five months."

Even in St. Lawrence County

The St. Lawrence County Savings Bank, of Ogdensburg, writes that it favors the retention of the daylight saving law, but prefers that it should last for five months instead of seven. The President of the bank adds:

"There is little use in us writing the Senator and Assemblyman from this district. They will do just as the Governor and the farmers desire them to do."

The Interstate Machinery Company of Troy has written to Assemblyman Hugh Morrissey as follows:

"I understand that there is a movement to repeal the State daylight saving law. The writer requests that you use every effort to have this law retained, preferably upon a five-months' instead of a seven-months' basis. The writer considers this one of the best laws ever enacted, and desires that you use every effort to have same retained.

"At the last election the mass of Democrats voted with the Republicans,

but if the present Republican Legislature enacts some of the laws that they contemplate the writer is sure that he and the great mass of Republican voters will vote with the Democrats at the next election."

Mr. W. B. Curtis, Secretary of the Chamber of Commerce of Glens Falls, writes that that organization is doing all it can to preserve State daylight saving, and that it heartily endorses the daylight saving movement for the Eastern Time Zone.

The student body of Union University, in Schenectady, has voted against the repeal of the State daylight saving law.

Sentiment Elsewhere

The Beech-Nut Packing Company, with factories at Canajoharie, Rochester and New York City, writes that it is in favor of daylight saving on a five-months' basis, and that it has so informed its representatives in the Legislature.

The New York Air Brake Company has made a poll of its office force, showing them to be unanimous in favor of daylight saving.

Mr. Thomas F. Kennedy, of Messrs. Yund, Kennedy and Yund, knit goods, Amsterdam, writes:

"We are thoroughly in accord with your ideas on this subject, and we are glad to follow out your suggestions on our own behalf, and, as far as we are able, we will get the carpet people interested."

Uptate Men Active

The Elmira Knitting Mills is conducting a campaign in behalf of Daylight Saving in and about Elmira.

The Union Mills, Inc., of St. Johnsville, New York, has asked the members of the Legislature from that district to oppose the repeal of the Daylight Saving Law.

The Williams Brothers Manufacturing Company of Rome is conducting a campaign for Daylight Saving among the large industrial plants in that city.

Mr. Nathan G. Williams, President and General Manager of Sargent and Greenleaf, Inc., of Rochester, writes that a poll of their employees resulted as follows:

For Daylight Saving 159;

Opposed to Daylight Saving 83.

The Malone Rag, Iron and Metal Company, of Malone, has written to the Franklin County representatives in the

BUSINESS MEN ARE FIRM AGAINST DAYLIGHT REPEAL

Legislature opposing the repeal of the Daylight Saving Law.

Nyack on Record

Mr. Floyd R. Seekins, Executive Secretary of the Chamber of Commerce of Nyack:

"Your wire of the 21st inst. received by the writer last evening and in reply would say that two or three days ago we went on record as favoring a Daylight Saving Law in the State of New York. We also notified the Governor, our Assemblyman and State Senator, the Speaker of the Assembly and the President of the Senate of our action and urged them to do all in their power to help us realize the same."

Oswego Aldermen Act

Mr. John M. Hurley, City Clerk of the City of Oswego, sends the following resolutions which were unanimously adopted on January 15 by the Board of Aldermen of Oswego:

"Resolved, That this Common Council endorses the plan for the retention of Daylight Saving time in the State of New York, as proposed by The Merchants' Association of New York and endorsed by the State Conference of Mayors, which plan seeks to modify the existing law and provide Daylight Saving on a five months' basis, from May 1st to September 30th; and be it further

"Resolved, That our representatives in the State Legislature be urged to support suitable legislation for the retention of Daylight Saving time, and be it further

"Resolved, That this body also recognizes the desirability of having a Daylight Saving time made uniform in the Eastern Time Zone by Federal statute and would respectfully request our representative in Congress, the United States Senators and Representatives from New York State to give their support to certain bills now pending in Congress to bring about this result; and further be it

"Resolved, That the City Clerk be directed to forward copies of this resolution to the Hon. James W. Wadsworth and the Hon. William M. Calder, United States Senators, and the Hon. Luther W. Mott, Representative in Congress, from the Thirty-second New York District; also to the Hon. Fred B. Pitcher, State Senator, and the Hon. Ezra A. Barnes, Member of Assembly, the Secretary of the

Conference of Mayors and The Merchants' Association of New York."

These resolutions were approved by Mayor John Fitzgibbons.

All for Daylight

Business Houses Express Their Support of the Law

In response to its circular letter, The Merchants' Association has received a large number of replies from individual business houses in support of retaining the daylight saving law.

Heartily in Favor

Mr. A. L. Salomon, A. S. Salomon and Company, 345 Broadway:

"Your circular letter relative to daylight saving received. I am heartily in favor of this measure."

The Baker and Bennett Company, 873 Broadway, writes:

"We are complying with your request, and are wiring the Governor of this State, following this with a letter and sincerely trust the majority of merchants in New York City will see that the daylight saving law remains in force. Assuring you that we will do all we can to have this excellent law continued, we are, etc."

Some Strong Reasons

Mr. Otis Smith, President of George W. Helme Company, Incorporated, 111 Fifth Avenue, has sent the following letter to Assemblyman D. P. Witter, Chairman of the Committee on Agriculture:

"It has been suggested that it might be useful for those who favor the so-called 'Daylight Saving Law' to send you an expression of opinion, and we inform you that all of the employees of this company favor such a law.

"Permit me these comments; it is perfectly plain that this law gave an extra hour's usable leisure to the following classes of our citizens:

"Practically all city dwellers—estimated to be eighty-six per cent of the State's population.

"All laborers and mechanics, excepting farm laborers, and likely a proportion of the farm laborers received an extra hour's leisure as a benefit of this law.

"The objections to the law are hardly understandable, based on ordinary reasoning; likely the great majority of farmers, those who work in the fields

from sunrise to sunset are not affected at all—in others words, it makes no difference to them that six o'clock is called seven o'clock—they go by the sun anyway, and the result of the Daylight Saving Law is that, by the clock, they go to work an hour earlier and quit an hour earlier.

"And certainly the percentage of farmers who are inconvenienced on account of train schedules, is negligible. Certainly a very small proportion of the State's population have to gauge their work time in accordance with train schedules and it does not seem reasonable that to save this small percentage from slight inconvenience, nearly the entire population of the State should be denied an extra hour's usable leisure."

Have Registered Their Views

Mr. Albert M. Hersch, of Innes and Company, Incorporated, 132 Front Street:

"We have received your circular in regard to the daylight saving law and have written the letters requested."

The Charles Collins Company, 13th Avenue and Gansevoort Street, has written Governor Miller as follows:

"Our employees unanimously voted favoring daylight saving for seven months. We handle live poultry, a very perishable commodity. The handling early before the heat of the day saves shrinkage and dead loss, and conserves food."

Mr. W. H. Duval, of W. H. Duval and Company:

"The only real opposition I have heard to the daylight saving came from the narrow-minded farmer who figured that it permitted the average laborer and clerk living in the suburbs to have a vegetable garden and take care of it, and thereby curtail the market for vegetables.

"This is undoubtedly true, but there could be no better argument to any broad-minded person in favor of the daylight saving law.

"I will take pleasure in getting a vote of our employees in all departments, and only regret that our organization, which is a clerical one, is not larger."

Repeal Would Disappoint

Henri Bendel Inc.:

"We sincerely hope that you will be able to impress upon the Legislature the desirability of continuing this law. To repeal it would be a source of well warranted disappointment both to the employer as well as the employee."

FIRMS AND CORPORATIONS DEMAND DAYLIGHT SAVING

Mr. H. Rolff Planten, President of H. Planten and Son, Inc.:

"Complying with your request of January 27 we have made a careful canvass of all our employees and without exception they are strongly in favor of Daylight Saving, so that after working hours they will have a little more time for recreation as they have had in the past two or three years. The general expression was 'Let us make this an indefinite Daylight Saving scheme for years to come and not less than six months of the year.' We feel that this is the general impression or wish of the majority of the city dwellers though our country cousins having become so accustomed to sleep even in broad daylight would prefer the ordinary routine of what they had been accustomed to since infancy, though their eyes might be opened if they were a little bit more up to date."

Mr. G. H. Scanlan has written to Assemblyman Witter, Chairman of the Committee on Agriculture as follows:

"If anybody wishes to know what a godsend this is to the citizens of all large cities and particularly the ones not so well blessed with this world's goods they have only to go to the public parks, namely, Central Park on a hot day in the summer and see whole families and how they enjoy themselves with this extra bit of daylight."

"In addition to this there is nothing that goes further to Americanize people of foreign birth than the growing youth like outdoor games; that they are able to play and indulge in with each other during the early evening hours."

"It seems if this feature were sufficiently impressed upon our lawmakers they would hesitate to deprive the growing youth of the pleasure he secures in this way, and the late war showed that physical exercise in the young was very desirable for the man-power of the nation."

Daylight Gives "Pep"

Mr. A. Michelson, of Michelson and Sternberg, in a letter to Chairman Witter said:

"We have noticed that the employees were benefited in health and had more ambition and 'pep' to do their work under the Daylight Saving Law than ever, and it would be a great calamity if it is repealed."

Mr. W. F. Powers, President of The W. F. Powers Company, 30 Ferry Street, wired Governor Miller as follows:

"We are heartily in favor of the State

From Dunkirk

The Merchants' Association wrote to Mr. Andrew Fletcher, President of the American Locomotive Company, asking him to take a poll of the employees of the Company's works on the subject of daylight saving.

Mr. Fletcher has forwarded a letter from the Manager of the Company's plant in Dunkirk, a small city in the rural County of Chautauqua in the western part of New York State, in which the following occurs:

"Would advise that we took a canvass of the shop and as you will note from the data enclosed herewith 1,098 men voted in favor of the law on a five months' basis and 258 voted against it."

This shows that eighty-one per cent of the wage earners in the plant want daylight saving.

Daylight Saving Law remaining in force and we urge upon you the importance of continuing this law on the basis of economics and health."

Mr. Fred R. Giles, Secretary of the Columbia Storage Warehouse, has wired Governor Miller and the Legislature in favor of daylight saving. In a letter to Mr. Morgan he says:

"We are glad you are taking up the burden of crystallizing the sentiment of the people of this City on the matter of Daylight Saving and with pleasure we enclose the result of our canvass among the employees of these warehouses, which shows 100 per cent in favor of the Daylight Saving Law."

Mr. E. W. Palmer, Secretary of the J. F. Tapley Company, writes as follows:

"We are most emphatically in favor of the Daylight Saving Bill, and every one of our employees, when our plant was operating under the Daylight Saving Rules, expressed their approval of the plan before we adopted it."

Majority in Favor

Mr. Edward Caterson, Whitehall Building, writes to The Merchants' Association as follows:

"I believe if an actual canvass of the people of the State of New York was made, and they understood what all that Daylight Saving meant to the community, 85 per cent would vote for Daylight Saving."

"I believe that it adds to the health,

enjoyment and the wealth of the people, and sincerely hope that no repeal whatever will be made."

The Fireproof Products Company, Inc., have telegraphed to representatives of the Legislature as follows:

"The undersigned company, whose place of business is within your district, herewith implore you to use your influence against and to vote against the repeal of the State Daylight Saving Law. A canvass of our entire staff of employees shows that they are unanimous in wanting a continuation of the Daylight Saving Law as in effect last year."

Individuals Make Protest

Mr. David Metzger writes that the firm of Campbell, Metzger and Jacobson has wired to Governor Miller and to representatives in the Legislature, as follows:

"Urgently request continuation of daylight saving. It has proven most advantageous to business people. Our employees numbering over four hundred enjoy the benefits of having the extra daylight time after working hours. The repeal of this excellent law would be a great step backward and in the wrong direction."

Mr. W. D. Appleyard of the New York Consolidated Card Company, writes that his company has telegraphed to Albany for daylight saving.

L. P. Hollander Company have registered in Albany with the Governor and the Legislature their desire for a continuance of daylight saving.

The United States Fidelity and Guaranty Company has written to Governor Miller as follows:

"This office has about four hundred employees. Through disinterested, but careful inquiry, made among them, it appears that they are practically unanimously and strongly in favor of the retention of daylight saving for a period of at least five months."

"This information is given you in view of your desire to have the benefit of the opinion of the people on this matter."

Southern Pacific Company Files Petition

The Southern Pacific Company, through Mr. Lewis J. Spence, Director of Traffic, has forwarded to the Governor and the Legislature a numerous signed petition asking for the retention of daylight saving.

The A. B. Dick Company has sent the

EMPLOYERS AND WAGE EARNERS WANT DAYLIGHT HOUR

following telegram to Governor Miller:

"As members of The Merchants' Association of New York City we heartily endorse the daylight saving law on a five months' basis. We urge that the present law be kept in force with the above-mentioned modification from a seven months' to a five months' basis."

Mr. Charles F. Althaus, of the Nicholas, Althaus Company, has registered its support of daylight saving.

Mr. Henry T. Seymour, Vice-President of Dodge and Seymour, Limited, writes that his organization has sent telegrams and letters to the Governor and Legislature in support of daylight saving.

Mr. W. A. Bonnell, of the Bonnell Electric Manufacturing Company, says that his establishment has telegraphed Governor Miller and Assemblyman Carroll for daylight saving.

The Weiss and Klau Company is doing everything in its power to prevent the repeal of the daylight saving law.

Hoosic Falls Opposes Repeal

Mr. W. E. Robson, Secretary of the Chamber of Commerce of Hoosic Falls, writes that various organizations and many individuals in and about Hoosic Falls have telegraphed and written directly to Governor Miller and to members of the Legislature in favor of daylight saving.

Mr. E. D. Bevitt, Secretary of the Chamber of Commerce of Rome, writes as follows:

"I am pleased to advise you that at a meeting of our Directors today, noon, they went on record in favor of Daylight saving for the five months' period, from May first to October first, and presentation is to that effect being made to our Senator and Assemblymen and to the Governor."

For Benefit of Employees

Mr. Edward J. Bingle, President of the Unexcelled Manufacturing Company, Incorporated, sent polls of his factory on Staten Island where 125 employees were recorded in favor of daylight saving and twenty-four opposed, and at New Brunswick, New Jersey, where 109 voted in favor and five opposed. He adds:

"Personally, the writer is very much in favor of daylight saving, as it is so greatly advantageous to employees and his disposition is influenced by what is best for them. As regards the conducting of the business either way is satisfactory, but we most ardently desire daylight saving for the benefit of those

Nerves and Daylight

Dr. Walter Timme, President of the New York Neurological Society, has written to Governor Nathan L. Miller as follows:

"Will you permit me to direct attention to the extreme importance of the necessity for sunlight in the maintenance of health, and in the prevention of disease? In my own special work, that of neurology and psychiatry, practically everything else in the way of therapeutic attack on diseases in this domain is quite secondary to the importance of light and air in the treatment. The corollary to this statement is that health can be maintained only under the influence of these natural curative agents. It does not need much reasoning to calculate on this basis the value of an extra hour of sunshine in the daily life of those of our citizens who consume and utilize energy to the highest possible point.

"I, therefore, heartily endorse any daylight saving proposition that will give them this extra hour."

who are so faithful to us in their work."

Some Reasons Given for Opposition

The Fidelity and Casualty Company found that out of 894 employees, 830 are in favor of daylight saving and sixty-four opposed. Inquiry among those opposed disclosed the following reasons:

That daylight saving is in contravention of the laws of nature; that it is a hardship to rise early; because it necessitates the wearing of evening dress in daylight, and because of the difficulties with the train service.

Wants Five Months Instead of Seven

Mr. George Smart, editor of "The Iron Age," writes as follows:

"In recording our votes in regard to daylight saving, some of us have voted in the negative so far as the present law is concerned. I wish to say, however, that if the daylight saving period should be reduced a month in the spring and a month in the fall, we should feel different about the matter. We trust that it will be possible to amend the law to this extent.

"I wish to express our appreciation of the efforts which your association is

making to obtain a full expression of opinion on this subject."

Speaks as a Farmer

Mr. H. C. Higgins, ship broker, 17 Battery Place, has written to Chairman Witter as follows:

"In my opinion there can be no question that the Daylight Saving Law is a great benefit to at least ninety per cent of our population, and it would be a great hardship to these people to have this law repealed.

"The opposition to the law, raised by the agricultural community, I am quite sure, is not genuine. I make this statement because for seven years I was a city farmer, that is, working in the city and living on a farm which I operated, and from the farmer standpoint I can see no objection to having an additional hour of daylight in the evening. On the contrary, it is very beneficial and, as far as it is possible to observe, was much enjoyed by the rural community.

"It would be a great pity, and in fact, almost a crime, to deprive the city population of this State of this additional hour of daylight during the summer period."

Workingmen Benefit

Mr. E. H. Marsters, President of the Capitol Lunch System, Brooklyn:

"From conversation with many different people, and particularly people who are tied up all day inside, it is our belief that daylight saving should be a State as well as a National enactment, during such period of the year as seems feasible.

"To a close student of economic conditions, there is no question but that the average workingman benefits much more from a long evening than otherwise. We are strong advocates of this law, and think it very foolish of the agricultural population to kick up such a fuss about it. When carefully considered, it helps them much more than it hurts them."

Dorchester Board of Trade

Mr. John J. Dailey, Secretary of the Board of Trade of Dorchester, Mass.:

"In reply to your communications of recent dates, I would state that the Dorchester Board of Trade, at a meeting of the Directors held January 20, 1921, voted that it again favored the Daylight Saving plan in Massachusetts and it also favored the extension of the Daylight Saving plan in the Eastern Time Zone."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

PURPOSE OF FOREIGN TRADE FINANCING CORPORATION

Why the \$100,000,000 Concern Was Created and the Method by Which It Is Expected to Rescue and Revive Our Trade With Other Nations

America's foreign commerce is shrinking monthly. Each report issued by the Department of Commerce shows a marked decline in exports and an even greater drop in imports from the rest of the world.

January Foreign Trade

Exports in January totalled \$655,000,000, a decrease of \$67,700,000 from the same month in 1920. Imports were off \$265,000,000 to \$209,000,000, the smallest in any month since February, 1918.

Added significance is attached to the movement of gold. Imports of the metal totalled \$38,000,000 in January, while the exports were only \$3,000,000, a drop from \$48,000,000 a year ago.

Such figures reveal as graphically as any chart the economic and industrial situation of the moment in the United States—a situation inevitably marked by further closing down of factories, wage-cutting and idleness in transportation and shipping lines.

Slump Was Foreseen

The situation now becoming increasingly apparent has been foreseen, and were it not for this fact would present clear cause for uneasiness. But for some time the business men, manufacturers, general producers and bankers of the country have been striving energetically to organize to combat the slump. They knew it was inevitable because of the over-production in the United States and under-consumption in other countries, and because those other countries, needing our goods and material, have reached the limit of their ability to buy what they need on short-term credits. The solution was obvious: foreign buyers of American goods must have long-term credits in order that our industries may continue to enjoy prosperity.

Move to Provide Credits

Accordingly, the business men, bankers and producers decided upon a nationwide cooperative movement to foster foreign trade by granting the proper credits. This has taken form in the organization, now in progress, of the Foreign Trade Financing Corporation, which will operate under the terms of the Edge Act. The Foreign Trade Financing Cor-

poration in its inception had the approval of the American Bankers' Association, special committees of the Chamber of Commerce of the United States, the National Foreign Trade Council, the American Manufacturers' Export Association, the National Association of Manufacturers and leaders of the agricultural organizations of the country.

May Issue a Billion in Debentures

It will have the privilege under the Edge Act of issuing debentures to the amount of \$1,000,000,000. The proceeds of these debentures, which will be issued against foreign securities, will be used in granting the necessary long-term credits to foreign purchasers of American wares. All American industries will be included in the scope of the corporation, and no foreign field is too far off to be dealt with.

Mr. John McHugh, Vice-President of the Mechanics and Metals National Bank, is Chairman of the Committee on Organization, which includes Mr. John S. Drum, President of the American Bankers' Association; Mr. Lewis E. Pierson, Chairman of the Board of the Irving National Bank; Mr. Herbert Hoover; Mr. Thomas E. Wilson, of Chicago, and Mr. Julius H. Barnes, President of the Barnes-Ames Company, of Duluth.

What the Plan Will Do

These men and their associates throughout the country feel that the corporation will accomplish great good in maintaining American production through fostering export of the surplus, by giving the American merchant fleet ample cargoes and in general revivifying the commerce of the world.

Commercial Bodies Cooperate

Following the lead of the Chamber of Commerce of the United States, which has participated from the beginning in the planning and organizing of the Foreign Trade Financing Corporation as a nation-wide movement to further export trade by extension of long-term credits under the provisions of the Edge Act, more than fifty Chambers of Commerce and business men's organizations are cooperating in this endeavor to retain for America her present supremacy in world commerce and finance. They are working through their members to acquaint the entire public, not the leaders of American business alone, with

the aims and purposes and plans of the corporation.

Some of the organizations which are cooperating in this movement for American prosperity through enlarged export trade are the Chamber of Commerce of the State of New York, the Texas Chamber of Commerce, the Chambers of Commerce of Baltimore and of Pittsburgh, the Milwaukee Association of Commerce, the Kentucky Manufacturers' Association, the American National Live Stock Association, the National Paper Box Manufacturers' Association of Philadelphia, the Manufacturers Council of the State of New Jersey, the Asphalt Association, the National Association of Manufacturers, the International Apple Shippers' Association of Rochester, New York, the National Coffee Roasters' Association, the New York Board of Trade and Transportation, the American Association of Refrigeration, the Bridge Builders and Structural Society, the California White Pine Manufacturers' Association, the Breeders' Association, Sioux Falls, S. D., and the Wisconsin Manufacturers' Association.

Public Meetings Organized

Many of these organizations have organized public meetings at which speakers of prominence have explained the significance to the prosperity of the country of a revival of export trade and the part the Foreign Trade Financing Corporation can play by pooling American capital to loan conservatively for long periods to foreign buyers of American goods unable to make purchases unless assured of a considerable time in which to pay.

LEGISLATIVE SERVICE WORK IN JANUARY

The Legislative Service Bureau of The Merchants' Association answered 213 requests for information during January. Of these, thirty related to Federal Legislation, thirty-four to State Legislation, three to City Ordinances and 146 to miscellaneous subjects.

FOREIGN TRADE CONVENTION

The National Foreign Trade Council announces that the Eighth National Foreign Trade Convention will be held in Cleveland, May 4-7.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE LEGISLATURE FLOUTS THE DESIRE OF THE PEOPLE OF NEW YORK STATE FOR DAY-LIGHT SAVING

In defiance of the wishes of the people of New York State, the Legislature has carried out its purpose of repealing the Daylight Saving Law.

The friends of Daylight Saving, among whom The Merchants' Association was conspicuous during the campaign on behalf of the law, propose to continue that campaign until the reform has been permanently established in the State.

The bill was put through the Senate by the same pressure that was exerted in the Assembly to force it through the lower branch of the Legislature. After a week's delay for the application of the usual coercive methods, it was forced through by a narrow margin.

By the utmost use of their power, in a year when the majority is far stronger in the Legislature than it has been for many years past, the slaughter of Daylight Saving was accomplished only with the utmost difficulty by the narrowest of voting margins.

Daylight Saving is necessary to guard the health of the people of the State against epidemics of disease. It is beneficial as a measure of economy which has saved millions of dollars of needless expense to the people of the State. It is important as affording opportunity for mental improvement and recreation. Its benefits so far outweigh the legitimate objections to it that its repeal seems incredible.

WHY MASSACHUSETTS WANTS DAY-LIGHT SAVING

Arguments in favor of Daylight Saving have been given in a referendum by the Chamber of Commerce of Lowell, Massachusetts as follows:

"Impartial investigation shows that it will benefit the health of the people. Two thousand and nineteen Massachusetts physicians favored it in a referendum in which only 280 opposed it. Ninety-nine Massachusetts hospitals favored it in a referendum in which

only eighteen opposed it. The Massachusetts Tuberculosis League favors it. The American Medical Association favors it.

"It will aid the health of industrial workers—310 Massachusetts industries with more than 95,000 employees gave that opinion.

"Massachusetts labor in favor—At a convention of the American Federation of Labor, held August 2, 1920, a resolution was passed favoring Daylight Saving and urging its extension to other states.

"Industrial accidents are reduced—Daylight Saving greatly reduces the necessity for artificial lighting during working hours throughout at least five of the seven Daylight Saving months. The Travellers Insurance Company states that artificial lighting is responsible for 15 per cent. of industrial accidents.

"It will provide healthful recreation. It will save fuel. It will promote home gardens. It will mean increased efficiency."

It is no wonder that Massachusetts is in favor of Daylight Saving.

HIGH BRIDGE

New York City has decided to open navigation in the Harlem River by removing the High Bridge piers, which now interfere with it, instead of demolishing the bridge itself. The Board of Estimate has appropriated \$900,000 for this work and a single archway will be substituted for the present arrangement.

This decision is fortunate for the City. The Merchants' Association has advocated opening the Harlem River in order that traffic coming down the Hudson River and destined for New England points or for piers in Brooklyn or Queens might pass through this waterway instead of being compelled to navigate the congested waters of the North River and the Upper Bay.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Port Authority Bill

(Sen. Int. No. 508, by Mr. Meyer.)
(Assem. Int. No. 732, by Mr. Adler.)

Authorizes William R. Willcox, E. H. Outerbridge and Murray Hulbert, or any two of them, as commissioners for New York, to enter into an agreement with the State of New Jersey for the creation of the "Port of New York District;" provides for the establishment of "The Port of New York Authority;" and defines the powers and duties of such authority.

The "Port Authority" is to consist of six commissioners, three from New York and three from New Jersey; two of the New York commissioners to be resident voters of New York City, and two of the New Jersey commissioners to be resident voters within the New Jersey portion of the port district. Upon the approval by the Legislatures of both States of a comprehensive plan for the development of the port, the "Port Authority" is empowered to purchase, construct, lease and operate terminal and transportation facilities within the district.

Bills Amend Income Tax Law

(Sen. Int. No. 646, by Mr. Davenport.)

To amend Section 377 of the Tax Law in relation to income tax interest, by providing that there shall be no interest, penalty or additional tax charged because of an understatement of amount due for personal income tax, provided the deficiency be paid within ten days after notice of the amount shall have been mailed to the taxpayer. If payment be not made within ten days there shall be added to the amount of the deficiency five per centum thereof, and in addition, interest at the rate of one per centum per month for each month or fraction of a month, calculated from the date of the notice.

(Sen. Int. No. 647, by Mr. Davenport.)

To amend subdivision 7 of Section 360 of the Tax Law in relation to deduction of worthless debts, by providing

that in the case of a debt existing on January 1, 1919, no more than its fair market value shall be deducted. A worthless debt arising since January 1, 1919, from unpaid wages, salary, rent or any similar item of taxable income is not an allowable deduction unless the income represented thereby has been included as such in the taxpayer's return.

Would Remove Schools from Municipal Control

(Sen. Int. No. 572, by Mr. Mullan.)
(Assem. Int. No. 802, by Mr. Wright.)

To amend the Educational Law in relation to Boards of Education in the city school districts.

Amends Sections 865, 868, 874-77 and 880, and adds new Section 864, declaring each city in the State to be a city school district and as such to constitute a political subdivision of the State for school purposes. The Board of Education, or the Department of Education, of such school district, is not to be deemed a board or department of the City, regardless of any Charter provisions to the contrary, and is not to be under the control or subject to the jurisdiction of any officer, body or department of the City.

The bill also provides for a separate levy of school taxes, the income from which is to be administered by the school officials, who are empowered to adopt an independent school budget. There are other provisions.

Tenement House Basements Must Be Waterproof

(Assem. Int. No. 710, by Mr. Hamill.)

To amend Section 90 of the Tenement House Law, by providing that damp-proofing and waterproofing of cellars and basements of tenement houses shall consist of at least three layers of tar or asphalt saturated felt stuck solidly together with cold tar pitch or asphalt or other similar waterproofing which shall successfully resist water and dampness and shall be protected by masonry sufficient to withstand water pressure.

City Budget

(Assem. Int. No. 1011, by Mr. Steinberg.)

To amend Section 226 of the Greater New York Charter in relation to the annual City budget.

Provides, among other things, that

every act of the Board of Estimate and Apportionment must be by resolution adopted by ten votes instead of by a majority of whole number; that the vote of each member of that Board must be cast in person; and also that there must be a roll call on each separate appropriation. Provision is made for public hearings on the budget, and that printed copies of the budget must be furnished on demand to taxpayers not later than November 1.

Conditional Sales Contracts

(Assem. Int. No. 828, by Mr. McDonald.)

To amend Section 63 of the Personal Property Law, by requiring that the provisions of Sections 65, 66 and 67 of that law must be printed on the reverse side of all contracts for the conditional sales of goods, except goods and chattels supplied for a building and attached or to be attached thereto.

Affects Warehousemen

(Assem. Int. No. 888, by Mr. Dickstein.)

To amend Sections 95 and 107 of the General Business Law by making public warehousemen responsible for the surrender and delivery on demand of all goods held in storage, and requiring such warehousemen to give a bond of \$10,000 as security for the return of property or goods so stored, to the person storing the same, upon delivery of the original warehouse receipt, or where negotiated, to the holder thereof.

Warehousemen are made liable for injury to goods while in storage, and they must prove that reasonable care has been exercised to prevent injury.

Banks Must Report Facts Relating to Mortgage Loans

(Assem. Int. No. 779, by Mr. Dickstein.)

To amend the Banking Law in relation to additional statements to Superintendent of Banks.

Adds new Section 42-a, requiring that corporations and others subject to the Banking Law, in annually reporting to the Superintendent of Banks must include a statement giving the names and compensation of officers and officials receiving \$5,000 or more annually; also a statement in detail of all mortgage loans made, renewed or paid off in whole or in part or foreclosed during the year.

TWO BILLS AFFECT AUTOMOBILES AND AUTO TRUCKS

with rate or interest, commission, bonus and legal fees charged or received for the making or renewing of each mortgage loan.

Broadens Compensation Law

(Sen. Int. No. 458, by Mr. Straus.)

To amend the Workmen's Compensation Law in relation to employees covered thereby.

Group 45 in Section 2 is renumbered 46 and amended so as to extend the benefits of the law to include all other employments not specifically enumerated, in which two or more persons are engaged or employed, instead of four or more workmen regularly employed, as at present.

Requires Registration of Architects, Builders and Engineers

(Sen. Int. No. 722, by Mr. Tolbert.)

To amend the Greater New York Charter in relation to the registration of architects, builders and other persons undertaking or supervising building construction.

Adds new Section 416-a, providing that the Superintendent of Buildings shall issue permits for the construction or alteration of buildings, or for the installation or reconstruction of an elevator, or any other such work under the jurisdiction of the Building Department, only to such architects, engineers, builders, contractors, etc., as are duly registered in that Department.

The Superintendent of Buildings in each Borough is empowered to issue a certificate of registration when satisfied upon examination that the person seeking such registration is qualified to undertake or supervise the kind of work specified in his application, and that the person seeking registration shall have agreed to assume, personally, full responsibility for the safety and proper safeguarding of all work included within the scope of the permit.

Increases Registration Fees on Autos and Motor Trucks

(Sen. Int. No. 658, by Mr. Lowman.)

To amend Section 282 of the Highway Law in relation to fees for registration of motor vehicles.

Increases the registration fee for pleasure cars from 25 cents to 40 cent per horsepower. The fee for motor trucks or light delivery cars not exceeding two tons capacity, is increased from \$10 to \$15; two to three tons, from \$15 to \$22.50; three to four tons, from \$20

to \$40; four to five tons, from \$25 to \$50; five to six tons, from \$30 to \$60; six to seven tons, from \$35 to \$70; seven to eight tons, from \$40 to \$80; eight to nine tons, from \$45 to \$90; nine to ten tons, from \$50 to \$100; ten to eleven tons, from \$55 to \$110; eleven to twelve tons, from \$60 to \$120; twelve to thirteen tons, from \$65 to \$130; thirteen to fourteen tons, from \$70 to \$140; in excess of fourteen tons, from \$70 to \$140 plus an additional fee of \$20 for each ton in excess of fourteen tons. The fee for trailers not exceeding two tons is increased from \$5 to \$7.50; five to seven tons, from \$10 to \$15; seven to ten tons, from \$20 to \$40; ten to fourteen tons, from \$30 to \$60; in excess of fourteen tons, from \$30 to \$60 plus an additional fee of \$10 for each ton in excess of fourteen tons. The fees for omnibuses are also increased 50 per cent and the charge for number plates therefor is increased from \$2 to \$10.

The legislative committees considering this bill estimated that the increased fees will produce about \$3,000,000 additional revenue, bringing the total revenue from this source up to \$12,000,000, three-fourths of which will be retained by the State for expenditure on highway maintenance, the remainder being distributed among the localities where the tax has been collected.

In discussing the necessity for increased revenue for highway maintenance, Senator Lowman, Chairman of the Committee on Internal Affairs, said: "Last year, there were 682,919 motor cars of every description registered in this State. The number for the present year will be slightly in excess of 700,000. We have 9,000 miles of road, built or under construction. Experience has shown that it cost \$1,000 per mile annually to maintain a road, so that this year it will take \$9,000,000 to maintain the State's roads. This should be borne by motorists, the principal users of the roads."

Provides Compensation for Injuries or Death Caused by Motor Vehicles

(Sen. Int. No. 566, by Mr. Straus.)

(Assem. Int. No. 841, by Mr. Stitt.)

To enact the Motor Vehicle Compensation Law as Chapter 68 of the Consolidated Laws.

Provides, as a condition precedent to the registration of a motor vehicle that the owner thereof must insure the payment of compensation for personal in-

juries or death caused by the operation of a motor vehicle. Such insurance may be taken in a stock or a mutual insurance company, authorized to write motor vehicle compensation insurance in this State, or in the State Fund, or the owner may become a self-insurer by depositing approved securities with the Commission. Failure to provide such insurance is a misdemeanor, and the owner is made personally liable for compensation.

In addition to payments for medical, surgical or hospital expenses, the bill provides compensation in the case of disability, at the rate of two-thirds of the injured person's earnings, with a minimum of \$8 per week and a maximum of \$20 a week; in the case of death, provision is made for payment to a widow, minor children, or to other dependents not to exceed two-thirds of the earnings of the deceased, also reasonable funeral expenses. In case the deceased had no personal earnings, or had earnings but was without dependents, a lump sum of \$1,000 is to be paid to the surviving wife or husband, or to the next of kin.

An injured person, or a dependent, in case of death, may elect to sue for damages, in which case the right to compensation under this Act is forfeited.

The Act is to be administered by the State Industrial Commission and provision is made for an additional deputy commissioner to have charge of the Bureau of Motor Vehicle Compensation.

Miscellaneous

City Commissary.—To add new Sections 1574-a, b and c to the Greater New York Charter, creating a Bureau of Commissary for the police and fire departments, to be managed by the Commissioner of Police, the Fire Commissioner and the Comptroller. (Assem. Int. No. 876, by Mr. Hamill.)

Motor Vehicle Liens.—To amend Section 184 of the Lien Law, by authorizing the seizure of a motor vehicle or of any part thereof wherever found in this State by a person or corporation that has acquired a lien thereon. (Assem. Int. 884, by Mr. Leininger.)

Strike Breakers.—To add new Sections 1279 and 1280 to the Penal Law, prohibiting the employment of armed men to act as policemen, peace officers or guards in industrial disputes, whether such armed men be employees of private detective agencies or otherwise. (Assem. Int. No. 797, by Mr. Solomon.)

BILLS OF INTEREST IN THE LEGISLATURE

Foreign Language Speeches.—To add new Section 518 to the Penal Law, making it a misdemeanor to make a speech or talk in a public manner, in any language other than English upon or concerning any subject relating to form or character of the government or the administration or enforcement of the laws of this State or the United States. (Assem. Int. No. 878, by Mr. Hamill.)

Non-resident Strike Breakers.—To add new Section 1279 to the Penal Law, making it a misdemeanor for any person, as employer or otherwise, during an industrial dispute, to employ persons not residents of the place in which business of employer is located, for thirty days prior to such employment, to take the places of striking employees. (Assem. Int. No. 875, by Mr. Hamill.)

Storage Batteries.—To add new Section 436-b to the Penal Law, making it a misdemeanor for a person other than owner or agent to deface marks on rental storage batteries or to recharge such batteries. (Assem. Int. No. 985, by Mr. Brady.)

Stock Transfer Tax.—To amend Section 270 of the Tax Law, by increasing from two to four cents on each \$100 of face value the tax imposed on transfers of stock. (Sen. Int. No. 732, by Mr. Katlin.)

Holidays.—To amend Section 24 of the General Construction Law, by providing that when Lincoln's Birthday, Washington's Birthday and Columbus Day fall on any day other than Sunday or Monday, such holiday shall be observed on Monday nearest in time to the day on which such a holiday may fall. (Sen. Int. No. 589, by Mr. Boylan.)

MOTOR VEHICLE INCREASE

Motor vehicle registrations for the past year obtained from the various States show there are now 9,295,352 passenger cars and trucks in use throughout the United States—one for every 11.8 persons. This is an increase of 1,691,236 or 22.2 per cent, over December 31, 1919, when there were 7,604,016 motor vehicles registered. The gain during the past year was greater than that of any previous year and is considered exceptionally remarkable by officials of the automotive industry in view of the adverse business conditions throughout the country during the last part of 1920. The largest previous gain was 1,457,309 in 1919.

COMMERCE BOARD GETS TRUCK RATES

**Tariff Is Filed with Commission
Like the Tariffs of
Other Carriers**

INNOVATIONS IN TRUCK SERVICE

**Prepared by the Traffic Bureau of The
Merchants' Association**

A departure from the usual method of quoting rates for motor truck service is made by the Williams Shipping Agency, Incorporated, operating the Williams Terminal Dispatch, 24 Stone Street, in issuing tariff I. C. C. No. 1, covering highway transportation from New York (Manhattan and Brooklyn) to Port Chester, Stamford, Norwalk, Bridgeport, Newark, New Brunswick, Trenton and Philadelphia.

So far as we can learn, this tariff is the first of its kind in this territory to be filed with the Interstate Commerce Commission, the practice heretofore being to make oral quotations and to issue more or less incomplete receipts for goods entrusted to the carrier for transportation.

Service Described

This tariff states the service heretofore referred to will be rendered via the Boston Post Road and the Lincoln Highway, but the carrier reserves to itself the right to adopt any alternative routing considered necessary.

The goods are insured while in transit, and are received, transported and delivered subject to the terms and conditions of the uniform bill of lading, which is the form of receipt issued by the carrier to the shipper.

The carrier also undertakes to render a C. O. D. service at varying rates based upon the value of the goods carried.

Rates for Transportation

The carrier has followed the methods used by railroad and steamship carriers in that rates are stated in cents per hundred pounds and are quoted in connection with the official classification ratings provided in the current Consolidated Freight Classification.

The rates are based upon mileage and are grouped into four classes together with a minimum charge scale. This classification has been adopted because of the fact that truck loads are in quantities that move in L. C. L. lots by the railways. Rates quoted in the tariff are on a parity with those quoted

by the railroads and steamship lines serving the same territory.

Pick-up and Delivery Service

An important feature of the carrier's tariff is the provision made for pick-up and delivery service. In connection with long distance service, a daily Inter-Borough Marginal Line Service is maintained for picking up and delivering freight to and from factories, warehouses and terminals along the route to all railroad and steamship terminals.

This service also acts as a feeder for the long distance motor truck service and consolidated freight car service operated by the carrier to principal inland cities. The rates covering this pick-up and delivery service are as follows:

MANHATTAN

Battery to 42nd Street....per 100 lbs., 15 cents
42nd Street to 125th Street, per 100 lbs., 20 cents
Minimum, 50 cents

BROOKLYN

South Brooklyn.....per 100 lbs., 15 cents
Williamsburg.....per 100 lbs., 15 cents
Long Island City.....per 100 lbs., 15 cents
Minimum, 50 cents
Other section of Brooklyn.....Special rates

Shippers Should Use Service

Highway transportation is a most essential form of carriage and under certain conditions should be fostered and preserved. The most serious difficulties heretofore experienced in efforts to develop this form of service have been the instability of rates and the apparent irresponsibility of some individuals engaged in the business.

The practice of this carrier in publishing and filing with the Interstate Commerce Commission a complete schedule of its rates, rules and regulations is to be commended, and shippers able to use this service advantageously should do so, in order that the service may be developed and other carriers be encouraged to proceed in a like manner to the mutual interest of all concerned.

NEW CHARTERS IN JANUARY

Charters filed during January for new enterprises under the laws of the principal States, with an authorized capital of \$100,000 or over, involved the sum of \$1,243,460,200. This is the best showing in several months, but it is decidedly smaller than the January total a year ago when the incorporations represented the tremendous sum of \$2,280,460,600. It will be remembered that the record total for new promotions was reached in October, 1919, when they involved \$2,363,635,200.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

QUARANTINE ON THE CITRUS FLY

**Tropical Fruits Must Be Inspected
by Agents of the Federal
Department of Agriculture**

FAST INSPECTION PROMISED

**Prepared by the Foreign Trade Bureau
of The Merchants' Association**

The Secretary of Agriculture recently announced a quarantine effective on and after April 1, 1921, on account of the citrus black fly. This quarantine, except as provided, forbids the importation or entry into the United States from Cuba, the Bahamas, Jamaica, Canal Zone, Costa Rica, India, Philippine Islands, Ceylon and Java, of fruits and vegetables in the raw or unprocessed state, and of plants or portions of plants used as packing material in connection with shipments of such fruits and vegetables, or otherwise, and further forbids, as provided, the movement from the port of first arrival in the United States of railway cars, boats or other vehicles coming from the above named countries.

Fruits Affected by Quarantine

The fruits and vegetables referred to are defined as "the eatable, more or less succulent portions of food plants in the raw or unprocessed state such as, bananas, oranges, grapefruits, pineapples, tomatoes, peppers, lettuce."

The following are the limitations on the entry of fruits and vegetables:

All plants or portions of plants as defined in regulation I.-c. are prohibited entry.

Clean fruits and vegetables, other than those subject to special quarantine, may be imported from the countries and localities named in this quarantine under permit upon compliance with these regulations.

No restriction is placed on entry of processed fruits and vegetables.

Must Have Permit

The announcement further provides that persons contemplating the importation of fruits and vegetables falling under the quarantine should apply to the Federal Horticultural Board for a permit, these applications to be made in advance of the proposed shipment. A separate permit must be secured for shipments from each country and for each port of first arrival in the United States.

Upon the arrival of the fruits and vegetables from the countries specified, a notice of arrival is sent to the Secretary of Agriculture by the holder of the permit, through the Collector of

Customs, giving full information with regard to the importation.

All importations of such fruits or vegetables shall be subject, as a condition of entry, to inspection or disinfection, or both, at the port of first arrival, and no crate, box or container of fruit or vegetable shall be removed from the port of first arrival until a written notice is given to the Collector of Customs by the Inspector of the United States Department of Agriculture that the products have been inspected and found to be free from the citrus black fly, etc., and the same applies to fruits and vegetables in bulk.

Asks for Inspectors

Upon receipt of a copy of the announcement of this quarantine, The Association immediately sent a letter to the Secretary of Agriculture urging that a sufficient staff of inspectors be maintained at the Port of New York from the outset of the operation of the quarantine on April 1, so that troublesome and costly delays in inspection will be entirely avoided.

Adequate Force Promised

Mr. S. C. Mead, Secretary of The Association, has received a letter from the Acting Secretary of the Department of Agriculture, dated February 26, as follows:

"Your letter of February 23, concerning the enforcement of quarantine No. 49 (quarantine on account of the citrus black fly), has been received.

"This Department will see to it that the inspection requirements in New York under this quarantine are properly carried out so that there will be no troublesome delays in connection with the entry and release of shipments of fruits and vegetables from the countries and islands covered by the quarantine. For your information as to the modifications of the requirements of the quarantine as applying to the port of New York, I am inclosing a copy of a letter from the Chairman of the Federal Horticultural Board of this Department, addressed to the Produce News under date of February 24, 1921."

NETHERLAND'S YEAR BOOK READY

The Merchants' Association has received word from the Consulate General of the Netherlands that the 1920 Year Book published by the Government of the Netherlands East Indies is now ready for distribution at the office of the Consul General of the Netherlands, 44 Beaver Street, New York City, at a charge of \$3 per volume.

CITY'S TAX RATE IS HIGHEST EVER

**Figures Show an Increase in Each
of the Five Boroughs Despite
Higher Valuations**

COMPARISON OF BOROUGH RATE

The tax rate for 1921, according to figures made public by the Finance Committee of the Board of Aldermen, will be the highest in the history of the City. The Aldermen met Tuesday to adopt the rates. Every Borough shows a big increase, The Bronx heading the list with a jump of 32 points over last year.

Borough Increases

Brooklyn has the smallest increase, the amount being 26 points over last year. Queens has a 31-point increase, Manhattan 29 points and Richmond 30. Although the total real and personal property valuation, amounting to \$10,186,207,879, is the largest in the history of the City, the tax rate increase is due to the fact that the City budget for 1921 is also the greatest the City has ever known, \$345,530,039.70.

Rates for 1921 and 1920

The rates, compared with those of 1920, are as follows:

	1921	1920
Manhattan	3.77	2.48
Bronx	2.84	2.53
Brooklyn	2.80	2.54
Queens	2.85	2.54
Richmond	2.83	2.53

The assessed valuation of real and personal property in the five Boroughs, on which the tax rate is based, is as follows:

	Real Estate	Personal Property
Manhattan	\$6,878,847,633	\$152,742,600
Bronx	852,447,403	13,899,700
Brooklyn	2,295,486,473	37,741,850
Queens	718,818,139	7,409,350
Richmond	127,385,456	1,428,675
Total	\$9,972,985,104	\$212,322,175

City officials declared that, while the rate might seem excessive, the enormous budget for 1921 made it necessary. They prophesied that the rate for 1922 would go even higher, as a \$50,000,000 increase in the budget over this year is expected.

THE STATE INCOME TAX

The counties of the State have received \$18,250,000 as their portion of the State Income Tax of \$36,500,000, which was collected. New York City, as its share, received \$12,469,255.

CAMPAIGN AGAINST OUTLAW "SNIPING"

This Association Asks for Cooperation of the Police Department and City Magistrates

SEEKS ENFORCEMENT OF LAW

The Merchants' Association, through its Anti-Litter Bureau, is continuing its aggressive campaign against illegal billposting, which litters the streets with torn paper and debris.

Letter to Commissioner Enright

The following letter has been sent by the Anti-Litter Bureau to Police Commissioner Richard E. Enright:

"The Merchants' Association is conducting a vigorous campaign to eliminate unlawful billposting, commonly called 'sniping,' which is indulged in to a great extent at the present time.

"We are enclosing herewith a list of suspicious locations where advertising material was noted. A copy of the enclosed letter has been sent to the persons whose advertising material is listed, asking that they refrain from indulging in unlawful billposting and remove at once all material unlawfully posted. Enclosed herewith are also several copies of communications received from owners or agents of property where large quantities of advertising material appeared, replying to our inquiry, stating that no permission had been granted to post material.

"Will you not issue an order to your patrolmen asking that they make a special effort to remedy the present condition of posting advertising bills here, there and everywhere without the consent of the property owner, which is against the State Law and City Ordinance, copies of which are enclosed herewith?"

To Magistrate McAdoo

Another letter has been sent to Chief City Magistrate William McAdoo, as follows:

"The Merchants' Association of New York is conducting a campaign to eliminate unlawful billposting, commonly called 'sniping,' which is indulged in to a great extent at the present time.

"It is impossible to carry out the reforms in billposting unless the City ordinance against the posting of bills on any property not licensed is enforced by the authorities. We believe that if the culprits who transgress are punished it will

have a salutary effect upon the other billposters.

"We are, therefore, asking that you be kind enough to request all magistrates to make a special effort to cooperate with the Police Department to remedy the present condition of posting advertising material here, there and everywhere without the consent of the property owner, which is against the State law and City ordinance."

Snow Removal

During the recent severe snowstorm all School Block Captains were requested by the Anti-Litter Bureau to make special inspections of territories and see that the snow was removed from the sidewalks as soon as possible and gutters kept open eighteen inches. Splendid and prompt cooperation was given by the majority of the Captains.

FOREIGN MAILS

This Association Urges Restoration of "Supplementary" Service Abolished During War

The Merchants' Association has been urgent in asking the Post Office Department to resume the supplementary mail service in connection with outgoing first-class foreign mail which was suspended during the war, and also to improve the supplementary service in connection with incoming first-class foreign mail.

The Department promised that on January 1 the supplementary outgoing service would be fully restored, but this was not done and The Association called attention to the fact that the promise had not been kept, pointing out that the matter was one of high importance to all exporters in the City, inasmuch as it often makes it possible to forward commercial papers relating to merchandise either on the vessel carrying the merchandise or even on vessels departing or arriving at foreign ports ahead of the merchandise itself.

The Department has now advertised for bids for the purpose of this supplementary service.

SAFE ELEVATOR TRAFFIC

On each of the 513 week days of 1919 the City's 13,500 elevators carried 6,000,000 passengers through the 10,000 miles of elevator shafts, a total of 1,878,000,000 passengers for the year. One person out of every 87,500,000 passengers was killed in the earthward and skyward trips.

MARGINAL STREET MUST BE CLEARED

Dock Commissioner Hulbert Has a Plan for Notifying Owners of Parked Wagons

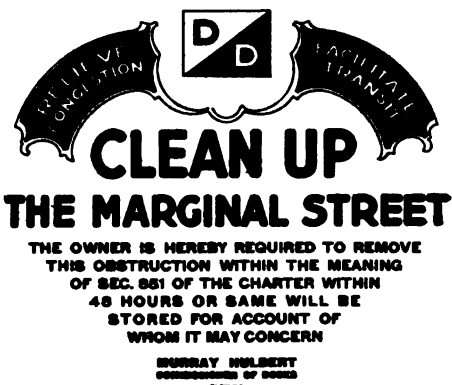
MEETS LEGAL REQUIREMENTS

The Merchants' Association has been active in cooperating with the Dock Department in endeavoring to have the Marginal Street, which extends along the dock front of Manhattan on the West Side, kept clear for the accommodation and convenience of traffic.

Wagons Left in Street

It frequently happens that wagons are left in the street without authority. Naturally, they would be removed by the Bureau of Incumbrances, but before this can be done the ordinance requires that the owner must be notified.

The Dock Department has found that the ownership of these wagons is sometimes difficult or impossible to establish. In order to obviate this, Dock Commissioner Murray Hulbert has caused oval placards to be prepared giving notice



NOTICE TO VEHICLE OWNERS

that vehicles left in the marginal street will be removed by the City unless cared for by their owners. This placard is intended to serve in lieu of notice to owners it is impossible to find.

Congestion a Serious Matter

The congestion of the Marginal Street, in spite of its unusual breadth, is frequently a serious matter. Lines of trucks are often compelled to wait for hours to obtain access to piers and merchandise is often piled up on the pavement waiting to be moved.

APPEALED AGAINST UNJUST RULING

This Association Asked Senator Cummins and Mr. Esch to Amend Railroad Law

LIMIT ON OUR CHARGE CLAIMS

The Merchants' Association, through its Traffic Bureau, wrote to Senator Cummins and Representative Esch, authors of the Esch-Cummins Railroad Law, calling their attention to a ruling made by the Law Department of the Federal Railroad Administration which is unfair to shippers having claims for straight overcharge.

Injustice to Shippers

The letter asked that an amendment to the law be passed before the adjournment of Congress which would relieve shippers of the operation of this ruling. It was as follows:

"The Law Department, Railroad Administration, has ruled that under Section 206, Paragraph (c), straight overcharge claims must be filed with the Commission prior to March 1, 1921. Otherwise, such claims will be barred. The only recourse the shipper would then have would be by suit, which must be brought prior to February 28, 1922. The attitude of the Law Department, Railroad Administration, as to straight overcharge claims only came to the attention of the public some three weeks ago and shippers generally are not even now informed of the ruling of the Railroad Administration and the procedure necessary for the filing of such claims with the Commission.

The "Straight Overcharge"

"The straight overcharge claim is one predicated upon the collection of higher charges than legally provided for in tariffs on file with the Commission and are very largely due to errors on the part of carriers' representatives in applying the proper tariff and the collection of charges at time of delivery. Many of these errors are not disclosed for some time after the transaction has been completed.

"It has always been customary to handle overcharge claims with the carriers through the usual channels and without unnecessary dispatch, as there was no tolling of a statute of limitations prescribing time within which such claims could be presented, these claims

merely seeking reparation for charges in excess of those lawfully applicable.

Hardship to Shippers

"Under the interpretation based upon Section 206, Paragraph (c), by the Law Department, Railroad Administration, thousands of shippers will be prevented from recovering amounts legally due them under the tariffs on file with the Commission, and while it may be said that suits might be brought for recovery at any time prior to February 28, 1922, the filing of such suits would place an undue burden and expense upon the shippers which they should not be called upon to assume. A number of our members, only within the last day or two, have made inquiry of this Bureau as to method of procedure. It is simply impossible for these shippers to prepare their papers and to forward same to Washington by midnight of February 28, 1922, and we are sure there are thousands of shippers throughout the country that are similarly situated.

"It is our understanding that a proper amendment to Section 206 of the Transportation Act is being prepared and will be introduced in Congress, and as such amendment, no doubt, would be referred to your Committee for attention, we desire to urge as in the public's interest that your Committee favorably report bill for action thereon at this expiring session."

THE CHINA TRADE

This Association Urged the Passage of the Bill Providing for Incorporation

Before the adjournment of Congress, when the bill providing for the incorporation of American firms doing business in China was pending, The Merchants' Association sent the following telegram to Senators William M. Calder and James W. Wadsworth, Jr.:

"The Merchants' Association of New York believes the enactment of principles contained in H. R. 16043 is vital to the maintenance of American business in China and strongly urges you consider wisdom of supporting measure on floor of Senate. Bill now before Senate Judiciary Committee. Reported American firms located in China cannot compete with other nationalities without legislation. Many American firms plan intensive development American China trade providing legislation enacted."

ASKED FUNDS FOR QUARANTINE HERE

This Association Requests Appropriation From Congress for Adequate Protective Facilities

TO BAR FOREIGN DISEASES

A strong effort to obtain the facilities needed to insure this City and Nation from an outbreak of epidemic disease brought in by immigrants was made last Monday by The Merchants' Association.

The following telegram was sent by The Association to the two Senators from New York State and the twenty-four Representatives in Congress from New York City:

"Conference of port health authorities in Washington last Friday learned that facilities at Boston, New York, Philadelphia and Baltimore are inadequate for protecting country from importation of typhus, cholera and other infectious diseases because of lack of appropriations. We earnestly urge you demand action by this Congress through joint resolution providing adequate funds for effective quarantine improvement. This imminent danger of infection is not local but is national."

This telegram was followed by a dispatch to Secretary David F. Houston, of the Treasury Department, as follows:

"The Merchants' Association of New York has investigated quarantine and public health facilities in Port of New York for protecting country from very present danger of importation of typhus, cholera and other infectious diseases. Find facilities inadequate. Understand from health authorities similar condition exists at Boston, Philadelphia and Baltimore. Respectfully urge that you at once recommend immediate passage by this Congress of joint resolution appropriating adequate funds for each of these ports. Also urge that you recommend to President Wilson special message in support thereof."

Telegrams were also sent to the Boston Chamber of Commerce, the Philadelphia Chamber of Commerce and the Merchants' and Manufacturers' Association of Baltimore, urging them to use their efforts in behalf of an adequate appropriation for quarantine.

AGAINST VETERAN SERVICE RULE

**This Association Protests Against
Burlingame-Martin Bill for
Sweeping Preference**

CONTAINS UNJUST FEATURES

Protest has been made by The Merchants' Association against a bill introduced by Senator Baumes and Assemblyman Martin in the State Legislature, giving preference in civil service appointments to veterans of the Army, Navy or Marine Corps of the United States.

Letter of Protest

The letter of protest, which was addressed to Senator Burlingame and Assemblyman Martin, Chairman of the Judiciary Committee in the two houses of the Legislature, reads as follows:

"We wish to record our opposition to Senate Bill Int. 82, Print 83 (Mr. Baumes), which provides for the preference in civil service appointment of veterans who shall have served in the Army, Navy or Marine Corps of the United States. This measure creates an enormous preferred class, members of which with only minimum qualifications may in great numbers be injected into the civil service. The standard of the service would thereby inevitably be greatly impaired and in the course of time many, if not most, of the principal positions would be held by appointees incapable by reason of age, physical disability and inferior mentality of properly performing the duty involved.

Would Block Promotion

"The presence of the names of a considerable number of veterans upon any civil service list would have the effect in many cases of precluding the selection, promotion or advancement of civil servants of experience and proved capacity, to their great discouragement. This condition would tend to the gradual withdrawal from the public service of the class most desirable and by destroying the incentive of reward would create very low standards of duty and service. We believe that such a result caused by the creation of a preferred class would be a calamity and should not by any means be brought about.

"Irrespective of this harmful effect upon the service as a whole, the preference proposed is in itself grossly unjust. It excludes from preferment not only the ablest members of the large classes of

public servants such as teachers, firemen and policemen, but also disregards the fact that many members of those classes have rendered service to the State and Nation equally patriotic and self-sacrificing with that rendered by soldiers and sailors. Many of these people, willing and anxious to perform military duty, were prevented from doing so by compulsory exemption in order that they might be kept at home to perform services of which the Nation was in pressing need. This is particularly true of policemen and firemen.

Does Not Discriminate

"Moreover, it will not be contended that highly trained women teachers are not constantly performing a public service of great benefit and value. Upon the latter class the provisions of this bill would bear with peculiarly oppressive force. Nor does the bill discriminate as between that class of veterans who risked their lives at the front and the larger class who in fact took no active part in the war and incurred no serious danger. This State has already made liberal provision for rewarding its citizens who were in the military and naval service by appropriating \$45,000,000 for their benefit.

"We are not unregardful of the reward due to patriotism, but we are firmly of the opinion that any such reward should not take such form as to impair the efficiency of the public service and sacrifice the just rights of those employed in it. For these reasons we respectfully urge that you do not support the measure alluded to."

This letter was written in accordance with action taken by The Association's Executive Committee at the suggestion of the Civil Service Reform Association, which is opposing the bill.

APPEAL TO PRESIDENT

President William Fellowes Morgan on Thursday sent the following telegram to President Woodrow Wilson, in the hope of obtaining provision for adequate quarantine facilities:

"The Merchants' Association of New York respectfully suggests that a special message be immediately sent to Congress urging action at this session in appropriating, through joint resolution or other appropriate method, funds already requested by the Treasury Department for furnishing facilities at ports of Boston, New York, Philadelphia and Baltimore to protect the country against the threatened invasion of typhus, cholera and other infectious diseases."

RETURNS BARGE CANAL TO STATE

**Congress Compels the Restoration
of the Great System of
Inland Waterways**

EQUIPMENT PUT UP FOR SALE

The return of the State Barge Canal by the Federal Government to the State has been advocated by The Merchants' Association. The canal came into possession of the Federal authorities with other lines of transportation during the war and when the railroads were restored to their owners, the canal was retained.

Law Compels Restoration

Congress passed a bill directing the restoration of the canal to the State of New York and it was approved by President Wilson.

Following the enactment of this law, the War Department offered for sale eighty-two barges and three tugs which it had used on the canal. These craft constitute seventy-five per cent of the fleet in use on the canal system.

Sealed bids are to be received by the Inland and Coastwise Waterways Service of the War Department for opening on April 7. If the offers are not satisfactory they will be rejected and the equipment offered again.

For Temporary Lease

The War Department is also soliciting bids to lease this equipment temporarily pending a satisfactory agreement for sale. Bids for leasing will be received at the same place and time as bids for sale.

These barges are valued at \$2,000,000.

They are fifteen self-propelled barges, 150 feet long; beam, 20 feet; draft, 9 feet; 400 horsepower; capacity, 350 tons; twin screw, oil burning.

Thirty-eight steel barges, 150 feet long; beam, 20 feet; draft, 9 feet; capacity, 500 tons.

Sixteen concrete barges, 150 feet long; beam, 20 feet; draft, 9 feet; capacity, 500 tons; three wooden barges; three small tugs; ten wooden coal barges.

With the exception of three wooden cargo barges and three small tugs this equipment was constructed for the Government within the last few years.

Why not file "Greater New York"?

GOVERNOR UPHELD IN TRANSIT FIGHT

This Association Sends a Strong Delegation to the Transit Hearing to Favor Plan

ENDORSEMENT FOR PRINCIPLE

The Merchants' Association sent a strong delegation to Albany last Wednesday to attend the transit hearing and to urge the Legislature to pass a bill embodying the recommendations made by Governor Miller in his message proposing a solution of the transit problem.

Headed by Vice-President White

The representatives of The Association occupied a private car in the special train which carried representatives from New York City. It was headed by Mr. James Gilbert White, Second Vice-President of The Association, President William Fellowes Morgan being unable to go.

Mr. White is President of J. G. White and Company, Incorporated. The other members of The Merchants' Association's delegation were former Comptroller William A. Prendergast;

Mr. Theodore Beran, District Manager of the General Electric Company;

Mr. Frank D. Berry, President of the Chatsworth Club Farms Corporation;

Mr. Clarkson Cowl, President of James A. Hearn and Son, Incorporated;

Mr. William C. Demorest, President of the Realty Trust;

Mr. John C. Eames, of Imbrie and Company;

Mr. Ernest J. Hanford;

Colonel Michael Friedsam, President of B. Altman and Company;

Mr. Eben E. Olcott, President of the Hudson River Day Line;

Mr. Leopold Plant, President and Treasurer of the Black and Boyd Manufacturing Company;

Mr. Alfred R. Kirkus, Secretary, The New York, the Manhattan, the Central and Colonial Real Estate Association.

Mr. W. H. Milnor, President of the Harwood Construction Company;

Mr. F. A. Molitor;

Mr. Francis H. Slisson, Vice-President of the Guaranty Trust Company of New York;

Mr. Walter Stabler, Comptroller of the Metropolitan Life Insurance Company;

Mr. F. B. DeBerard, Director of Research of The Merchants' Association;

Mr. Hugh Lynch, of The Merchants' Association;

Mr. John R. Young, Manager of the Convention Bureau of The Merchants' Association.

Principle of the Bill Endorsed

Mr. White spoke for The Merchants' Association, defining its attitude. He said in substance that the Board of Directors of The Association had adopted resolutions endorsing the message of the Governor with regard to transit legislation, and that The Merchants' Association supported the principle of the bill under consideration without attempting to pass upon its details.

TARIFF ADMINISTRATION

This Association Was Represented at the Hearing Given by the Ways and Means Committee

The Merchants' Association was represented at a hearing given by the Ways and Means Committee of the House of Representatives in Washington upon the administrative sections of the tariff bill and the desirability of substituting the American selling price for the market value of merchandise in the country of origin in levying import duties. The need for anti-dumping legislation was also discussed.

Mr. Benjamin A. Levett, Chairman of The Association's Committee on Customs Service and Revenue Law, made the oral argument for The Association and filed a printed brief with the Committee.

NEW CONVENTIONS

Events Secured for This City by the Convention Bureau of This Association

The Convention Bureau of The Merchants' Association during the month of February secured the following conventions for New York City:

Dental Manufacturers' Club of the United States—March, 1921.

National Association of Directors of Girls' Camps—April, 1921.

Daughters of the Revolution, General Society—May, 1921.

American Iron, Steel and Heavy Hardware Institute—May, 1921.

National Shoe Retailers' Association of the U. S. A.—January, 1922.

NOT SENTIMENT BUT MERIT THE TEST

Labor Union Advertising Is Frowned on by American Federation but Not Prohibited

SHOULD NEVER BE DONATION

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The question of the solicitation of labor unions for advertising in casual publications is a vexed one. The practice is undoubtedly on the increase though it is deplored by certain responsible leaders.

Object to Advertising

For example, the International Longshoremen's Association, of which Mr. T. V. O'Connor is President, will not permit its name to be used in connection with any advertising or publication scheme, while on the occasion of the debate held last year between Governor Henry Allen of Kansas and Samuel Gompers, Mr. Gompers, it is said, refused to appear if advertising was sought in a souvenir program.

Officials of the American Federation of Labor in New York have stated to representatives of the Bureau of Advice and Information that the unions affiliated with the Federation have no reasonable right to appeal to the public for financial help, that it is a well known fact that the Unions, during periods of prosperity, accumulate funds from their own membership for the care of their needy and unfortunate and for use in emergencies.

Deplores but Cannot Forbid

The Federation can and does prohibit the direct solicitation of funds, but while it deplores the practice of soliciting advertising, it cannot forbid it. The official in question stated that he saw no harm in this practice providing that solicitation was confined to friends of the union and that no browbeating methods were used. He was frank in saying that he knew these limitations were not always observed and that business men and politicians were easy marks for the unscrupulous.

After a considerable study of the situation, it is the opinion of the Bureau of Advice and Information that such advertising when sought in any way as a donation should be refused, and when sought on its business merits should be judged by business standards.

MAILED 15 1921
UNIV. OF MICH.
"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MARCH 14, 1921

No. 11

Daylight Saving Demand Laid Before Governor

State Executive Hears Arguments Against the Repeal Bill—Strong Case Presented by Delegations from New York City and Other Centers of Population—The Merchants' Association Sends Representatives Headed by Mr. Waldo H. Marshall—Mr. Boland Speaks

Strong protest was made to Governor Miller last Thursday in Albany by delegations from cities of the State against the Daylight Saving Repeal Bill which was before him for action.

Delegations of Protest

At the request of The Merchants' Association, which notified the Governor that it desired an opportunity before he acted upon the bill to present to him reasons why he should not sign it, the Governor set a hearing for noon on March 10.

A representative delegation went to Albany from this City to plead for a continuation of the Daylight Saving reform.

Merchants' Association Delegation

The Merchants' Association delegation was headed by Mr. Waldo H. Marshall of the T. A. Gillespie Company, one of the Directors of The Association. President William Fellowes Morgan will be unable to attend the hearing because of absence from the City.

Mr. Frank A. K. Boland, who made the principal speech for The Merchants' Association at the hearing on the repeal bill before the Joint Legislative Committees on Agriculture, spoke for the business men of the City as represented in The Merchants' Association, and Health Commissioner Royal S. Copeland made a plea in behalf of the City's health. Dr. George David Stewart, President of the New York Academy of Medicine, ap-

Logical Compromise

The Evening World

Daylight saving for the State is doomed by repeal of the Daylight Saving Law.

For political reasons, the will of the minority is imposed on the majority. The result is another triumph for the autocracy of organized minorities.

Fortunately for the city, a local ordinance promises a continuation of Daylight Saving. The gain from the hour saved will more than balance the inconvenience which will result from mixed time in the neighboring towns and villages.

But there is no good reason why the city should be satisfied with a condition which leads to confusion. Congress is expected to meet in special session in about a month. Representatives of the urban industrial communities of the East should make a strenuous effort to secure passage of a Federal Daylight Saving Law applicable to all the Eastern standard-time belt.

Such a law would give the maximum of advantage to the greatest number of industrial workers who are employed in this area. It would not inconvenience the predominantly agricultural sections of the country.

Federal Daylight Saving in the Eastern time belt is the logical compromise on Daylight Saving.

peared as a member of The Association's delegation.

Mr. James P. Holland, President of

the New York State Federation of Labor, notified The Association that he would oppose the repeal bill on behalf of organized labor.

Organizations other than The Merchants' Association which sent delegates to oppose the repeal bill are as follows:

Medical Society of the County of New York.

Brooklyn Chamber of Commerce.

Central Mercantile Association.

Chamber of Commerce of the Borough of Queens.

Hotel Men's Association.

New York Board of Trade and Transportation.

Italian Chamber of Commerce.

Rotary Club.

Harlem Board of Commerce.

Fifth Avenue Association.

Forty-second Street Property Owners and Merchants' Association.

Dress and Waist Manufacturers' Association.

Jewelers' Board of Trade.

Jamaica Board of Trade.

New York Cotton Exchange.

New York Produce Exchange.

City Club of New York.

New York City Federation of Women's Clubs.

The Bronx Board of Trade.

Crockery Board of Trade.

New York State Optometric Society.

COMMERCIAL ORGANIZATIONS FOR DAYLIGHT SAVING

National Retail Dry Goods Association.

United States Lawn Tennis Association.

National Association of Credit Men.

Chamber of Commerce of Westchester County.

White Plains Chamber of Commerce.

New Rochelle Chamber of Commerce.

Mount Vernon Chamber of Commerce.

Men's Club of Pelham.

Ossining Chamber of Commerce.

Peekskill Board of Commerce.

Yonkers Chamber of Commerce.

The City of New Rochelle.

The City of Buffalo.

Albany Chamber of Commerce.

Nyack Chamber of Commerce, and many other up-State Associations.

Special additional train service was provided for the delegation on the Empire State Limited, which left the Grand Central Terminal at 8.30 A. M. on Thursday.

THE ARGUMENT FOR THE DAYLIGHT SAVING REFORM

The points made by the speakers were covered in a brief which was filed with the Governor during the hearing. This brief, which was prepared by The Merchants' Association, was as follows:

"Your Excellency: The Merchants' Association of New York, acting for itself and for numerous other business organizations throughout the State, the names of which are elsewhere specified, protests for the reasons stated herewith against approval by you of the Daylight Saving Repeal Bill.

I

"The existing law greatly promotes the health, comfort and convenience of the majority of the people of the State.

"The purpose of the present law is to enable the masses of the people each day to command for purposes of healthful recreation and home planting, daylight hours otherwise in large part wasted.

"This is accomplished by including in the working period the early morning hours, closing that working period at a correspondingly early hour in the afternoon, and thereby concentrating the leisure hours in a single period at the close of the day.

"The utility of thus concentrating the leisure hours is obvious. If divided into two parts, one in the early morning and

one in the late evening, neither part can be used to advantage. The very early morning hours are not available for recreative purposes, such as baseball, athletics, etc.; nor can many city or suburban dwellers effectively utilize those hours for home garden work. If the work period ends late, instead of early in the afternoon, the time remaining is too short to afford the daylight requisite for most outdoor sports.

"Concentration of the leisure hours into a late afternoon period, on the contrary, permits and encourages a vast city dwelling population to indulge regularly in health-giving sports which would otherwise be denied them; and likewise greatly promotes the cultivation of home gardens in suburban areas. In the outskirts and suburbs of the City of New York alone many thousands of such home gardens were made possible by and resulted from the Daylight Saving Law. Not only was a large population economically benefited thereby during a time of excessive cost of living, but thousands of people of sedentary occupation, through the gentle and regular exercise in the open air afforded by garden work, gained new supplies of energy and health, opportunity for which would otherwise have been denied them.

Surroundings of City Workers

"City workers are subjected to highly undesirable sanitary conditions, which, unless counteracted, tend to diminish vitality and ultimately to undermine health. Factory workers suffer from crowded quarters, impure air, dust, deleterious fumes, and the nervous strain of monotonous repetition. A vast army of office employees and clerks toil at sedentary occupations which permit no health-giving exercise, and reduce their physical powers.

"The wise laws of this State take cognizance of these harmful conditions and seek to avert their consequences by measures intended to protect the health of workers, to preserve their stamina, and to reinvigorate their depleted energies. It is to that end that our labor laws prescribe the number of cubic feet of air space which must be allotted to each worker; that elaborate ventilating systems must be installed in offices and workshops to constantly supply fresh air in quantity proportioned to the number of workers; that dust and fumes must be removed by exhaust fans; that the water supply must be pure and adequate; that disease shall not be trans-

mitted by contaminated towels or cups; that rest rooms shall be provided; and that many similar means to protect and promote health shall be furnished.

"As a measure of health insurance, the cities of this State have invested hundreds of millions of dollars in parks and spend millions of dollars annually in their maintenance, in order that the masses of the people may obtain the fresh air, the recreation and the change of environment essential to the re-creation of exhausted energy. Especially has the City of New York recognized recreation and exercise as necessary to health, by spending millions for public playgrounds.

Motives the Same

The motives which animate these beneficent laws and policies are the motives which animate the Daylight Saving Law. They both seek to promote the public health by creating for the worker restorative conditions which will counteract the destructive conditions that, if unresisted, sap the vitality and steal away the health of dwellers in cities.

"What the health laws and the outlays for parks and playgrounds do on a restricted scale, the Daylight Saving Law does universally. It is all-embracing. It confers on entire populations the opportunity for health by affording leisure for hours of open-air exercise and recreation in the daylight.

II

"The beneficiaries of the Daylight Saving Law far outnumber those who are opposed to it.

"City dwellers are the direct beneficiaries of the Daylight Saving Law. They comprise a heavy majority of the entire population of the State. The total population numbers 10,384,839. Of these, 8,589,844, or 82.7 per cent, reside in towns or cities having 2,500 inhabitants or more, while the rural population numbers but 1,794,985, or 17.3 per cent of the whole.

"Even considering only cities with a population of 2,500 or more, the number of residents in twenty-two cities of that class are 7,564,000, or 72 per cent of the total.

"The opponents of the Daylight Saving Law are almost solely those engaged in agricultural pursuits. These are relatively small in number. The U. S. Census Reports show that slightly more than 4,000,000 persons are engaged in gainful occupations in this State. Of

TRAIN SCHEDULES ARE BASED ON NEW YORK CLOCKS

these, 372,885, or 9.3 per cent, are employed in various agricultural pursuits, and 90.7 per cent are engaged in various manufacturing, trading, professional and domestic pursuits.

"It appears, therefore, that the particular class, some of the members of which (but not all) are seeking to destroy the Daylight Saving Law, comprises but a small minority of the population, while the beneficiaries of that measure for preserving and promoting the public health comprise approximately 90 per cent of the whole people.

III

"The pending Local Option bill will not cure the alleged evils attributed by a small minority to the Daylight Saving Law, but will, in addition, create new evils which will afflict the entire people.

"The farming interests oppose the present law mainly on the alleged grounds:

"(a) That it interferes with effective control of their temporary help, as to the part of the day during which they shall work;

"(b) That it compels dairy farmers to begin work before daylight to deliver their milk to early trains.

"It is contended that a large part of the summer seasonal work on farms is performed by temporary workers coming in the morning from near-by towns and returning thereto at night; that such workers insist on beginning and stopping on the daylight saving time which prevails in their home towns; that they cannot work until the dew has disappeared from grass and small fruits, thereby losing an hour or more in the early morning, and that they refuse to make up the lost time by working additional time in the late afternoon. It is alleged that this refusal of these temporary farm workers proceeds from their desire to have their evening hours of leisure coincide with those of their friends and families in the towns.

"This condition, so far as it exists, can be cured only by establishing uniformity of time; and the pending bill, so far from establishing such uniformity, expressly provides that towns and villages may fix a standard of time different from that which prevails on farms. Differing conditions as between towns and adjacent farms which cause the difficulties of which farmers now complain will continue under the pending bill precisely as they now exist under the present law.

"As to the contention of the dairy farmers, that it is in large part disingenuous and unwarranted is shown by the fact that about 80 per cent of the milk shipped for consumption in the large cities goes into local collecting stations, where it is held some hours for treatment, and thereafter moves by afternoon and evening trains. Daylight saving certainly does not compel dairymen to arise at an unearthly hour to catch early trains on which their milk does not move.

Train Schedules Governed by Cities

"It is quite true that to care for that part of their product which actually does and must move by early trains dairymen are compelled by the Daylight Saving Law to rise at a very early hour, inasmuch as under that law local train schedules are advanced an hour.

"But the pending bill, if enacted into law, will not change the condition. Local train schedules, including milk trains, will hereafter, as hitherto, be based upon the time prevailing in the principal cities, which will unquestionably continue to be daylight saving time; and to this, so far as use of railroad trains is concerned the entire population, including dairymen along most of the rail lines of the State, must conform. This is made clear by an official bulletin of the New York Central Railroad, cited in a following paragraph.

"The pending bill, therefore, will not abate the difficulties between the farmer and his help, nor will it relieve the dairyman from very early rising. Both these difficulties come from diversity of time, the continuance of which is expressly provided for by the pending bill.

Chaos to Replace Order

"Moreover, this bill not only fails to afford relief to the farmer, but it imposes an intolerable burden of annoyance, inconvenience and irritation upon the entire people of the State by the practical destruction of the time standard and the substitution of such diversity that nowhere can the ordinary operations of life into which the time element enters be carried on without constant uncertainty, frequent error and serious inconvenience.

"The confusion as to railroad time schedules will be all-pervading, and vexatious in the extreme. At many stations local time and train time will vary, and both may vary from the time shown by a traveler's own watch. On different railroad lines different time standards

may prevail, and in the course of a journey the changes of time involved may produce complete bewilderment.

"The New York Central Railroad is now preparing its new train schedules preliminary to date when Daylight Saving again becomes effective under the ordinance of the City of New York. An official bulletin of that company says:

Some perplexing confusion is in store for local train passengers. . . . Residents of outside towns will live at home on one time and do their work in New York City on another. Business men upstate will have to adjust their trips and transactions to the fact that it will always be one hour later at home than in New York. The situation created by the existing City ordinance advancing all clocks in Greater New York one hour between March 27 and October 30, and the repeal of the State law establishing Daylight Saving for the same periods is unprecedented.

It appears necessary that all of the heavy commuting service, as well as the local trains in and out of New York, as far as Albany and Chatham, shall be operated on New York City time, and their running schedules set one hour ahead of the Eastern standard time prevailing in all outside towns. This means that the new schedules will have to be fitted in and adapted to the through-going train schedules, which will not be changed, and will necessarily adhere to the Eastern standard time.

The problem of supplying trains to meet the needs of both City workers and upstate residents as adequately as before is a difficult one, and travelers are likely to be subjected to considerable disarrangement of their customary daily schedules.

"Why should millions of people be subjected to the extreme inconvenience and even hardship arising from the disruption of their time standard through the operation of a proposed law, framed for the benefit of a small minority against the earnest protest of a vast majority, and which does not even relieve the minority of the assumed evils of which they complain?

IV

"Continuance of substantially the existing law is demanded by the great majority of the people, and only a moderate minority demand its repeal.

No considerable demand for the repeal of the present law and the substitution of a local option daylight saving law, has been made by any class other than the farming class, which class comprises less than 10 per cent of the aggregate population. Even if there be added to that class the entire rural population and those living in towns where the population is 2,500 or less, the aggregate of rural dwellers is but about 17 per cent of the total; and it is by no means true that all these support the farmers' contention, as many minor communities throughout the State are arrayed in opposition to that contention.

"On the other hand, it has been clearly demonstrated that the sentiment of City

MAJORITY ASKS CONTINUANCE OF DAYLIGHT SAVING

dwellers throughout the State is overwhelmingly in favor of substantially the present daylight saving law and a uniform standard of time throughout the State without the serious embarrassment which the local option feature would cause.

"The people of the City of New York are almost unanimous in their demand for a daylight saving law, uniform throughout the State, but operative only during five months instead of seven months.

"The evidence of this sentiment in this City is conclusive. The Merchants' Association of New York caused a vote by ballot to be taken among the employees of several thousand business establishments, offices and factories. Between January 27 and February 5, 260,672 ballots were cast, of which 248,580 or 95.3 per cent, were in favor of the Daylight Saving Law, and 12,092, or 4.7 per cent, were opposed. Ballots received after the date named increased the total to approximately 300,000 without materially changing the percentage stated. The sentiment of this community is further shown by the fact that practically all of the City's principal business and civic organizations adopted formal resolutions opposing any change of the present law except to shorten the term of its operation.

Organizations for Daylight Saving

"Following is a list of the organizations whose opinions were thus expressed.

New York City

The Merchants' Association of New York

Chamber of Commerce of the State of New York

Brooklyn Chamber of Commerce

Chamber of Commerce of the Borough of Queens

New York Board of Trade and Transportation

Harlem Board of Commerce

Bronx Board of Trade

Central Mercantile Association

Thirty-fourth Street Board of Trade

Forty-second Street Property Owners' and Merchants' Association

Fifth Avenue Association

Italian Chamber of Commerce

Real Estate Board of New York

New York Cotton Exchange

New York Produce Exchange

New York Coffee and Sugar Exchange

American Paper and Pulp Association

Crockery Board of Trade
Dress and Waist Manufacturers' Association

Jewelers' Board of Trade
Retail Dry Goods' Association
Silk Association of America
Stationers and Publishers' Board of Trade

Wholesale Shoe League
National Association of Credit Men
National Wholesale Grocers' Association

Corset Manufacturers' Association
National Efficiency Society
Hotel Association of New York
Rotary Club of New York
New York Daylight Saving Committee
Citizens' Union of the City of New York

The City Club
New York Community Service
Community Councils of the City of New York

Woodhaven Civic Association
Citizens' Association of Queens and Bellaire

"But the City of New York is by no means the sole champion of the Daylight Saving Law. A large number of cities throughout the State, including nearly all of the principal cities, have likewise indicated the prevailing sentiment through action taken by their business organizations and by a great volume of letters, telegrams and other expressions of opinions directed not only to your Excellency, but to the Chairman of the Assembly Committee on Agriculture. Among the cities which have thus expressed their views are the following:

New York State

Albany Chamber of Commerce
Amsterdam Board of Trade
Beacon Chamber of Commerce
Buffalo Chamber of Commerce
Geneva Chamber of Commerce
Gloversville Chamber of Commerce
Hoosick Falls Chamber of Commerce
Hudson Chamber of Commerce
Ilion Chamber of Commerce
Jamaica Board of Trade
New Rochelle Chamber of Commerce
Nyack Chamber of Commerce
Oswego Chamber of Commerce
Peekskill Board of Commerce
Plattsburgh Chamber of Commerce
Rome Chamber of Commerce
Schenectady Board of Trade
Seneca Falls Citizens' Club
Syracuse Chamber of Commerce

Chamber of Commerce of the Tonawandas

Utica Chamber of Commerce

Yonkers Chamber of Commerce

Associated Industries, Buffalo

New York State Conference of Mayors

"It cannot be doubted that in this matter the sentiment of the several communities is fairly expressed by the action of their several business and civic organizations, but this action in the case of several of these cities has been supplemented by the directly expressed and numerous demands by individual voters for the retention of the present Daylight Saving Law.

"In the case of Buffalo approximately 30,000 voters directly demanded by personal communications to their Senators that the Daylight Saving Law be not repealed or harmfully modified. Approximately 10,000 voters of Westchester County made similar demands upon their Senators and in various other communities throughout the State the people of the cities have in like manner expressed their views in opposing the Daylight Saving repeal. The strength of the sentiment has, in some instances, been made known to you, Mr. Governor, by telegrams and letters addressed directly to you. An example of the sentiment thus conveyed to you and indicative of the views that prevail in the larger cities is found in the telegram addressed to you by the Eastman Kodak Company of Rochester to the effect that the 12,000 employees of that Company had voted in favor of Daylight Saving. In view of the extent and the nature of the evidence thus supplied it cannot reasonably be denied that the sentiment of most of the principal and many of the minor cities throughout the State is strongly opposed to the repeal of the present Daylight Saving Law and the substitution of a local option law which will be oppressive and harmful throughout the entire State.

"In effect the pending bill requires that as a condition to enjoying the immeasurable health-giving benefits of Daylight Saving, the vast majority of the people who earnestly desire that boom must submit to the irritation, annoyance and pernicious consequences inevitable from the destruction of the uniform time standard, which will be caused by this bill.

"Against this we emphatically protest as a violation of the rights of the majority. This bill cannot become law

TRADE PRESS IS AGAINST REPEAL OF DAYLIGHT SAVING

without transgressing the fundamental principle upon which our Government rests, namely, that the laws should reflect and respect the sentiment of the majority of the people. This bill does not reflect the majority's sentiment, but instead is in effect special legislation at the demand of a minority and regardless of the views and rights of the great body of the people.

"We respectfully represent that it is inadvisable to do violence to the principles that underlie our form of Government by finally enacting into law legislation that thus disregards the will of the majority."

Respectfully submitted,
THE MERCHANTS' ASSOCIATION OF
NEW YORK.

DAYLIGHT SAVING

American Machinist

During the past year or so there has been much discussion as to whether or not we should adopt Daylight Saving as a national practice governed by Federal law. There are two sides to every question, and each side deserves to be heard, but those in favor of such a law seem to be more powerful, both in argument and in number.

A bill introduced by Senator Walter E. Edge of New Jersey, providing for daylight saving in the Eastern time zone for five months, from the last Sunday in April to the last Sunday in September, is pending in Congress. It must be passed before March 4, when the present Congress ends, or we cannot hope to enjoy the benefits which it would bring during the coming summer months.

The strongest opposition to this bill comes from agricultural interests, particularly from dairymen, whose only objection lies in the inconvenience of having to get up an hour earlier in the morning in order to connect their products with the railroads—which run on Standard time. But should the Edge bill become a law the railroads would be compelled to run on daylight saving time—hence this objection is automatically eliminated.

The farmers, so statistics prove, constitute only fourteen per cent of the total number directly affected by daylight saving. And their only argument seems to be the fact that they must rise an hour earlier in the morning. Surely this is not an economic reason, nor is it worthy of consideration when weighed with the arguments in favor of the measure.

The sentiment in the Eastern time

zone seems to be overwhelmingly in favor of retaining daylight saving time. Commercial, labor and medical associations, large employers of labor and numerous others all agree that the extra hour of daylight made available to the workers by this law has resulted in materially increased efficiency in industrial enterprise; improved the health and promoted the general welfare of millions of indoor employees; permitted and encouraged the cultivation of home gardens; and saved vast quantities of fuel through reduced consumption of gas and electricity for lighting purposes.

In only five States of the Eastern time zone is the rural population greater than the urban. In the State of New York, for example, the urban population is 8,589,844, while the rural districts number only 1,794,985 people. And the sentiment in the cities, and particularly in the great industrial centers, is unanimously in favor of daylight saving.

In view of the industrial chaos that is accompanying the reconstruction period through which we are now passing, it is apparent that the great economic benefits which would be derived from the passage of the daylight saving law are far more important than the inconvenience which it would bring to the small percentage of our population in the rural districts.

The manufacturers of the Eastern zone are particularly interested in the passage of the Edge bill, for with the coming of spring and the expected resumption of full-time operation of factories, the saving of overhead by daylight saving would be a welcome asset.

Our industries are the life and wealth of the nation. There should be no opposition to any law which aims to nourish and preserve these elements of our industrial growth.

DAYLIGHT SAVING

New York Produce Review and American Creamery

The Merchants' Association of New York is opposing the repeal of the Daylight Saving Law and favoring an amendment shortening the period of its operation from seven to five months. The Association has secured a number of polls to ascertain the prevailing sentiment in the matter. Up to February 2, 241,198 votes had been recorded on behalf of persons employed in cities, of which 230,507 were in favor of daylight saving and 10,691 opposed.

The investigation made by The Mer-

chants' Association verifies the general impression previously gained that a very large majority of the urban population is benefited by the daylight saving system and that opposition to it comes chiefly from that portion of our citizens which, in this State, forms a small minority of the whole. The total population of New York State, at last accounts, was 10,384,829, of which only 1,794,985, or 17.3 per cent, were residents of country districts or of towns under 2,500 population. Even if we confine "city population" to residents of cities of 25,000 and upward their percentage is over 72 per cent of the whole.

Of more than four millions of people engaged in gainful occupations in New York State over ninety per cent are engaged in various manufacturing pursuits and only a little over nine per cent in agricultural pursuits. The latter do not suffer in health from any lack of wholesome outdoor occupation; the vastly greater numbers of factory workers do, unless they can obtain it in recreations apart from their daily duties. The extra hour of available daylight makes this possible during the months when outdoor recreations are chiefly inviting and available.

The American Medical Association, the National Tuberculosis Association and other medical organizations are on record as strongly favoring the daylight saving system.

A large proportion of the minority of agricultural workers in the State can adapt their work to a change of hours with no disadvantage whatever. Among others it occasions more or less inconvenience. It would seem to be manifestly unfair that a matter of evident benefit to so great a majority should be denied on behalf of so small a minority especially when the character of the advantage to the many is compared with the character of the disadvantage to the few.

LESS CRIME LAST YEAR

Crime statistics compiled by Secretary of State John J. Lyons shows that the State was better behaved last year than in 1919. There were 33,835 convictions in Special Sessions Courts, as compared to 47,312 in the preceding year. Of those convicted, 31,062 were males and 2,773 females.

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Cooperation Cure for Industrial Disturbances

Carefully Considered Report on Industrial Relations Deprecates Misunderstandings Over the Open Shop and Admonishes Employers Not to Attempt to Take Advantage of Unemployment—Further Investigations Will Be Made by the Committee

The Merchants' Association, by action of its Board of Directors, has adopted a report made by its Committee on Industrial Relations upon the industrial relations problem.

Urges Cooperation

The report expresses the opinion that the relations between employers and employees at this time are of far-reaching importance and urges painstaking effort on the part of employers to bring about settlement of differences through peaceful cooperation.

The report is signed by

Mr. Gerhard M. Dahl, Vice-President of the Chase National Bank, Chairman.

Mr. E. K. Hall, Vice-President of the American Telephone and Telegraph Company.

Mr. Louis B. Schram, President of the India Wharf Brewing Company.

Mr. Walter C. Teagle, President of the Standard Oil Company of New Jersey.

Mr. Owen D. Young, Vice-President and General Counsel of the General Electric Company.

Two Recommendations Adopted

The report contained two recommendations, both of which were adopted. One of them provides for a study of the problem of unemployment with a view of finding means for its prevention, and the other provides for investigation looking to the adoption of desired changes in the plan for the adjustment of industrial disputes which was recommended by the President's Second Industrial Conference.

The Directors adopted the report of the Sub-committee and passed a vote of thanks to it for its work.

It also adopted a resolution separating the Sub-committee on Industrial Relations from The Association's Industrial Committee and constituting it a separate Standing Committee, with authority to add to its membership. It then referred to this new Standing Committee the investigations recommended in its report.

The Committee's Report

The report of the Committee is as follows:

"The Sub-committee on Industrial Relations, in response to your previous request for an opinion in reference to the

open shop, reported at that time its belief that a pronouncement on this subject would be ill-advised. Now having the assurance of your Board, however, that a broad study of the subject and of its relation to other phases of industrial conditions is desired, the Committee submits for your consideration the following report:

"Present industrial conditions make this time particularly opportune for employers to take a forward step in the matter of industrial relations. If they will, they can now achieve real progress without having their motives questioned on the grounds of expediency. Your Committee believes that it is time to abandon the methods of opposition and strife and to set up the machinery of friendly intercourse and cooperation between employers and employees.

Misuse Rouses Suspicion

"In this connection the matter of the 'open shop' should be carefully considered, as the misuse of this term has tended in some quarters to arouse suspicion and distrust, especially as to the status of labor unions, and has perhaps thereby delayed the establishment of peaceful industrial conditions. Your Committee believes that the establishment or operation of an open shop should not in any way affect the employees' right to join or not to join a labor union or any other organization seeking by lawful means to promote the interests of industrial workers. By a true 'open shop' is meant an establishment in which employees are engaged irrespective of their affiliation or non-affiliation with a labor union or any other lawful organization. By a true 'closed shop' is understood an establishment in which persons who are not members of a labor union are excluded from employment.

"Your Committee deplors the disposition on the part of some employers who are using the term 'open shop' to work toward a condition of the closed non-union shop by discriminating against union men. It likewise regrets that the operation of the closed union shop frequently results in restriction of output and limitation of available labor supply. Both of these tendencies are subversive of individual rights, det-

rimental to sound labor relationships, and in many cases economically inefficient and wasteful.

Deprecates Abuse of Power

"Your Committee believes that it would be most unfortunate if employers used their present advantage only to abuse it—merely to penalize labor for its misuse of power or to fortify themselves for another test of strength. Such a policy would mean a return to the methods which are largely responsible for present unsatisfactory conditions. Employers should utilize their present position to lay the foundations of permanent industrial stability.

"To this end one of the most important questions to be considered is that of unemployment. Your Committee is convinced that the question of unemployment and the bitterness and discontent that it engenders are a serious bar to the establishment of better industrial relations. While unemployment is very much in evidence during the present period of business depression, it is not peculiar to any special period. It is to an extent inherent in our present industrial practice.

Workers Now Specialists

"The specialization of modern industry has compelled workers to become specialists, and has thereby limited their opportunity for employment. This frequently means, for instance, that when a man loses his job he loses his only opportunity for work in his community.

"While the burden of unemployment falls hardest upon the worker, yet, in so far as it is the product of the present organization of industry and society, its prevention or alleviation should be the concern of all. In striving for a solution of this problem, however, the aim should not be simply to take the burden from the worker's shoulders. It should rather be in the direction, first, of reducing unemployment, and then of providing the means of distributing and apportioning its hardships. In such work the employer should heartily cooperate not only from motives of self-interest, but more especially by reason of his obligation to society.

Using Up the Job

"The Committee is confident that if the restraints upon production which

MUST CONSIDER INDUSTRIAL RELATIONS PROBLEM

result from the fear of unemployment—the fear of ‘using up the job’—were removed in times of high labor demand by an adequate provision against unemployment, the cost of such provision would in most cases be offset by the resulting increased production and other advantages to be gained.

“Although your Committee is not ready to recommend exact methods of prevention and alleviation, it desires strongly to urge that definite plans to this end should be speedily developed. Until earnest and constructive efforts are made to deal with unemployment it will continue to be an embarrassing industrial liability. Plans for handling the problem must vary to meet the needs of different plants and industries, and should be on a voluntary basis, but they will be most effective if they are worked out by management and labor together, and provide for joint participation and responsibility. Your Committee recommends the early appointment of a special committee delegated to the task of studying the problem of unemployment and recommending methods for its prevention and alleviation.

State Action May Follow

“Your Committee points out that the alternative to the solution of this problem by employers and employees themselves may be State action which may be highly undesirable in the interests of both and unsound in the public interest.

“Although unemployment is one of the conspicuous ailments at this time, it is of course not responsible for all industrial unrest. A fundamental cause is the misunderstanding, suspicion and distrust that arise because of the lack of personal contact between management and labor. The return to a closer relationship between the parties to industry is essential to its peaceful and efficient operation.

Employee Representation

“How can this be accomplished? Your Committee believes that much may be achieved through plans of employee representation, whereby the representatives of management and of the employees come together in frequent conference for the consideration of matters of mutual interest. The machinery of employee representation as thus constituted and equipped provides a channel of expression and responsible consultation on all matters in any plant which affect the employees in their relations with

their employers, and enables them as well to accept a more definite responsibility in connection with the successful working out of all problems relating to production and efficiency.

“The Committee’s advocacy of a more widespread acceptance of this principle of industrial cooperation is entirely without prejudice to such successful working agreements as are in existence between labor unions on the one hand, and associations of employers or individual employers on the other.

Function of Labor Unions

“Labor unions have performed a valuable function in the determination of questions affecting an entire industry. In so far as employee representation is successful, however, it will tend to conflict with the interests of such labor unions as are dependent upon militancy and tactics of warfare for their existence and growth. It should be the first interest therefore of both management and labor to work for the removal of conditions which necessitate a militant policy by labor unions.

“Whatever the status of labor unions and however the machinery of employee representation may be perfected, your Committee is aware that industrial disputes which cannot be satisfactorily settled through methods now available are still bound to arise. To handle such cases some further and more suitable machinery should be provided.

Adjustment of Disputes

“The President’s Second Industrial Conference evolved a very comprehensive program for the adjustment of industrial disputes. This plan contemplates the creation of national and regional boards of adjustment to which parties in dispute would be invited to submit matters in controversy. This plan is especially commendable in its provisions for bringing before the public the facts of industrial disputes, but a careful consideration of its details indicates the need for improvement, particularly by way of simplification and to assure freedom from political influence. In order to promote the establishment of a practical and general program for the adjustment of labor controversies, your Committee therefore recommends that you authorize further investigation, looking toward the adoption of desired changes in the plan of the Second Industrial Conference.

“In closing, your Committee points out that present conditions call for

prompt and frank consideration of the industrial relations problem by employers. It is one of the most perplexing, difficult, and at the same time far-reaching and important problems confronting the nation today. It cannot be disposed of out-of-hand, nor can its solution be reached through a discussion of ambiguous, trite or impractical economic theories, or through the general application of welfare innovation or other devices which have perhaps proved successful in special cases. It requires painstaking effort, clear thinking and sympathetic consideration by both management and labor; but at this time the well directed efforts of management will be especially beneficial. Employers now have the opportunity to demonstrate that the assumption is incorrect that they are uniformly arrayed against or antagonistic to labor. Now is the time for them to make it clear that the interests of management and labor can best be realized through peaceful cooperation. By a progressive and enlightened handling of labor matters now, they can make a tremendous advance toward the reestablishment of confidence, sincerity and trust among the parties to industry.”

IRON AND STEEL

Industrial Bureau Is Studying the Possibilities of Manufacture on the Harbor

The Merchants’ Association, through its Industrial Bureau, has undertaken an extensive study to ascertain whether there is a general demand for the location of an iron and steel plant on New York Harbor. In this connection, about 350 consumers of iron and steel products located in this vicinity have been canvassed for their opinions on this matter. Many interesting letters have been received, and a report covering the opinions of consumers will soon be prepared.

In 1914, the Industrial Bureau published a report on the iron and steel industry of New York City, showing the advantages which would accrue to a plant of this sort located on New York Harbor. It is in line with this report that the present investigation is being made.

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CHAIRMAN HATCH PLANS CAMPAIGN AGAINST HOUSE FLY

Vigorous Warfare Will Be Waged Against Disease Germ Carrying Pest During the Spring Egg-Laying Season—Disease Menace from Europe Spurs Action

An exceptionally vigorous campaign against the house fly will be waged this season by The Merchants' Association of New York through its Committee on Pollution and Sewerage, of which Edward Hatch, Jr., is Chairman.

Season Favorable for Flies

The unusually mild winter presages a season that will be favorable to the development of the house fly swarms which are such active agents in the spread of disease germs. The winter "hang-over" flies have already made their appearance in considerable numbers.

The Deadly Easter Fly

The Easter House Fly is more deadly than other flies. It is the progenitor of many billion swarms. To kill just one Easter fly now means that there will be fewer billions to kill this summer. If you don't kill it now you are endangering the life of your babies and yourselves. The danger threatened by the germs of the new fangled diseases that may be brought by the thousands of immigrants now coming to our shore is a menace that demands our greatest vigilance, and the fly can be depended on to see that a widespread distribution of the germs is made when they arrive.

Reports collected from all parts of the country by Chairman Hatch last fall showed that the war against the house fly has been productive of noticeable results in decreasing the number of flies. The testimony of health officers in practically every part of the country was to the effect that the anti-fly crusade, which was started originally by Mr. Hatch's Committee, is bearing good fruit. It is the desire of The Merchants' Association that the ground gained shall not be lost through inactivity or over-confidence.

Danger from Europe

The danger of importation of contagious disease from Europe makes it all the more necessary that no effort should be spared to keep the house fly under control. The fly is a busy and indiscriminating germ carrier and medical science places him in the same category with the malaria-bearing mosquito, the plague-carrying rat and the typhus-carrying louse, classing him as an enemy of mankind, and putting him at the head of the list.

The campaign is of especial interest to hotels, boarding houses and restaurants. The largest and most influential of the women's organizations in the City, are taking an interest in this branch of the work and will make inspections of places where food is served for public consumption, including the cheaper restaurants.

An Important Decision

The Maine courts have decided that the owners of establishments which do not use vigilance in protecting food against flies are liable to their patrons. A decision in the case of Williams v. Sweet (Maine, 110 Atl. R. 316), is quoted in "The Journal of the American Medical Association," December 11, 1920, as follows:

"The Supreme Judicial Court of Maine, in granting the defendant a new trial after the plaintiff had recovered a verdict in this action to recover the price which the defendant had contracted to pay for certain rooms for two weeks, in the month of August, but which the defendant and his party had abandoned after four days, says that the crux of the case was found in answer to the inquiry: Was the defendant justified in leaving? It will be conceded that a hotel, when it holds itself out to the public as a place of resort for rooms and board, carries with such offer an implication that it will furnish its patrons with accommodations that are compatible with the standing of the hostelry, the prices paid, and the class of people invited to become its guests. These "accommodations" include apartments, table, dining service, and especially such sanitary conditions as are calculated to render the surroundings inviting and wholesome rather than repulsive and deleterious to health. The complaint in this case was that at the table at which the defendant and his party were accustomed to sit the flies were so numerous and became so obnoxious that their presence created an intolerable condition in violation of the obligation of the landlord to furnish suitable and sanitary dining facilities as implied in his contract. The real issue involved a single question of fact: Was the defendant justified in leaving the hotel on account of the fault of the plaintiff, in allowing flies to collect at the defendant's table in such numbers as to be-

come insanitary and repulsive? The court thinks that he was.

A Dangerous Disease Carrier

"It is a matter of common knowledge that the common house fly has come to be regarded by the enlightened understanding, not only as one of the most annoying and repulsive of insects, but one of the most dangerous in its capacity to gather, carry and disseminate the germs of disease. He is the meanest of all scavengers. He delights in reveling in all kinds of filth; the greater the putrescence, the more to his taste. Of every vermin, he above all others is least able to prove an alibi when charged with having been in touch with every kind of corruption, and with having become contaminated with the germs thereof. After free indulgence in the cesspools of disease and filth, he then possesses the further obnoxious attribute of being most agile and persistent in ability to distribute the germs of almost every deadly form of contagion. It is a matter of common knowledge that yellow fever was formerly the scourge of certain localities in our own and other countries. For years no one mistrusted or was able to detect the cause. But one day it was announced that a certain kind of mosquito by its sting communicated the germs of this dread disease. The knowing introduction of one of these mosquitoes now would constitute a criminal offense. While the house fly has not yet been regarded as fatal as a mosquito, he, nevertheless, is now attracting the serious attention of sanitary and health departments all over the country; in fact, all over the world. The dangers with which his presence is fraught are also a matter of common knowledge, and hence of judicial notice. The court finds that the bibliographic list on this subject in the last twelve years embraces 136 publications in books and bulletins issued in many countries and printed in different languages.

"That the defendant left the plaintiff's hotel on account of the obnoxious presence of flies there can be no doubt, and the court thinks that he was justified in so doing. Accidentally, flies may invade any dining room, public or private; but the presence of flies in a dining

ABUSE OF HIGHWAYS BY MOTOR TRUCKS CONDEMNED

Special Committee on Highway Development Scores Overloading and Speeding as Evils of Motor Truck Operation that Must Be Corrected

The Merchants' Association has adopted resolutions condemning the overloading of motor trucks and their operation at excessive rates of speed on public highways.

The Special Committee

This action was taken upon the recommendation of The Association's Special Committee on Highway Development, the members of which are:

Mr. Lee J. Eastman, President of the Packard Motor Car Company, Chairman.

Mr. Glenn A. Tisdale, President of the Franklin Motor Car Company.

Mr. George S. Ward, President of the Ward Baking Company.

Mr. Walter J. L. Banham, General Traffic Manager of the Otis Elevator Company.

Mr. Nelson P. Lewis, Chief Engineer of the Board of Estimate and Apportionment.

Mr. Lothar W. Faber, President of the Eberhard Faber Pencil Company.

The Committee's Report

The report of the Special Highway Committee, as presented to the Board of Directors at its meeting last Wednesday, was as follows:

"Your Special Committee on Highway Development at its meeting today had under consideration the matter of damage and destruction to the public highways of this and other States unnecessarily caused by the overloading and the overspeeding of heavy motor trucks.

"The cost of maintenance of our highways under ordinary conditions is rapidly mounting and imposing heavier burdens upon the taxpayers each year. It is quite certain there will be no diminution in the use of heavy motor trucks as a facility of transportation. On the contrary, the use of that type of vehicle on the highways outside of cities will undoubtedly increase. Even when these heavy motor trucks with ordinary loads are operated by careful and skilled drivers and at moderate rates of speed the wear and tear on road surfaces is considerable, and when overloaded and driven at a high rate of speed they are a menace to other traffic besides causing great damage, and in many instances actual destruction, to our highways.

"If our highways are to perform most efficiently their economic function, and the development of the motor truck as a permanent, essential and economical facility of transportation assured, these practices and abuses must be corrected without delay.

Invites Legislative Hostility

"Largely because of the abuses referred to there has recently developed in legislative bodies a considerable hostility toward this type of vehicle and a disposition to enact drastic traffic laws and regulations and the imposition of excessive license fees, all of which tend to retard the proper development of the use of motor trucks.

"We believe that this matter should be presented to the owners and operators of such trucks and their cooperation sought to the end that the abuses referred to may be corrected at once.

Preambles and Resolutions

"We therefore recommend that The Merchants' Association adopt the following preambles and resolutions, and that, if adopted, they be given the widest practicable publicity.

"Whereas, The use of the public highways by heavy, high-power motor trucks, as a necessary facility of transportation of merchandise, has materially increased within the past few years, and it appears that such use of the highways will continue to increase rather than decrease; and

"Whereas, It has been shown by investigation in this and in other States that the public highways are unnecessarily and seriously damaged, and in many cases destroyed, by the overloading of such motor trucks and by their operation at excessive rates of speed, often in violation of law; and

"Whereas, Because of such overloading and overspeeding and the damage and destruction to highways resulting therefrom, there is being created in the minds of the public an attitude unfriendly to motor truck operation, with the result that efforts are being made in this and other States to secure the passage of laws and ordinances imposing drastic restrictions upon the operation of such motor trucks, including materially increased registration and license fees; therefore be it

"Resolved, By The Merchants' Association of New York that the practice of overloading motor trucks and of operating them at excessive rates of speed on the public highways be and is hereby most strongly condemned; that a more rigid enforcement of the existing laws prohibiting such violations should be given; and that in localities where the overloading and overspeeding of motor trucks is not now specifically prohibited, adequate laws should be promptly enacted and rigidly enforced; and be it further

"Resolved, That a copy of these preambles and resolutions be sent to the National Automobile Chamber of Commerce, the Automobile Dealers' Association, the various associations of motor truck owners, the Highway Commissioners of the several States adjacent to New York, and to all officials in those States charged with the enforcement of highway traffic laws."

PLANS VIGOROUS WAR AGAINST THE HOUSE FLY

(Continued from page 8)

room regularly in numbers, however small, is a menace not to be encouraged or tolerated. A single fly may so contaminate food, milk or a dish as to communicate a dangerous or even deadly disease like tuberculosis. To the person, therefore, who knows its dangers, flies about the food, in numbers however small, are at once repulsive, nauseating and dreaded. A single fly may be reeking with filth and covered with a million noxious germs. To those informed on the subject, this case presents a matter of importance and serious consideration. Reasonable conditions of sanitation are always to be measured by the fatality of the diseases liable to be communicated as the result of the lack of such conditions."

COTTON EXPORTS IN 1920

Cotton exports last year exceeded those of any other commodity, according to a review of foreign trade for that period, made public today by the Department of Commerce. Shipments were valued at \$1,136,408,916, as compared with \$1,137,371,252 the year before.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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GOVERNOR MILLER HEARS REASONS FOR VETOING DAYLIGHT SAVING REPEAL BILL

Representative delegates from New York City and from other cities in the State gathered in Albany last Thursday to present to Governor Miller reasons why he should veto the Daylight Saving Repeal bill, notwithstanding the fact that a recommendation for the modification of the present law was a part of the Republican State platform.

The opponents of Daylight Saving Repeal who were present unquestionably represented a large majority of the population of the State. It is absurd to say that any general attention was paid in last fall's presidential election to the question of the repeal of the Daylight Saving Law in New York State. Any one who supposes that the question of Daylight Saving was passed upon last November should be more than willing to permit the repeal bill, in its present form, to be submitted to the people again next fall.

The reasons in favor of Daylight Saving, which are unanswerable, were adequately presented to the Governor. It was made clear to him that the friends of the reform do not intend to permit the law to be repealed until the effect of repeal are understood in all their bearings by the voters.

The first Daylight Saving bill introduced in the Legislature provided for the complete wiping out of the Daylight Saving Law. The tremendous protest which was led by The Merchants' Association caused a modification which grudgingly permits New York City and the other cities in the State to adopt Daylight Saving within their limits if they so desire.

While this modification was extremely unsatisfactory, it provided a basis for a campaign for the general adoption of Daylight Saving, at any rate throughout the great industrial States of the East.

FOREIGN TRADE REVIVAL

The attention of members of The Merchants' Association is directed to the articles which are being printed in "Greater New York" with regard to the

Foreign Trade Financing Corporation. This enterprise represents the most important effort now in progress for reviving the foreign trade in this country.

The plans for the Corporation have been well considered and its functions carefully outlined. In order to realize its importance it is only necessary to recall that the resumption of industrial activity in the United States waits upon the restoration of our trade with other nations.

AN INTERESTING REPORT

The report presented by the Industrial Relations Committee of The Merchants' Association to the Board of Directors is a thoughtful and careful discussion of one of the issues that is disturbing the relations between employers and employees. The names of the men composing the sub-committee which drew up the report are a sufficient indication of the ability of its authors and their knowledge of the situation.

The conclusions reached by the Committee and accepted by the Board of Directors may be studied by every employer with profit to himself and to his employees.

BUSINESS OF THE PORT OF NEW YORK

The domestic exports from the Port of New York last year reached a total valuation of \$3,119,580,884, while the imports were worth \$2,933,384,471.

A comparison of the figures of 1919 reveals that the export trade showed a decrease of approximately \$231,000,000, while the import trade increased about \$868,000,000.

Foreign commerce yielded duties in 1920 which totaled \$223,686,670.45, a substantial gain over the collections in 1919, which amounted to \$172,279,527.55.

The magnitude of this business, from both a private and a public standpoint, should entitle the Port to consideration in Washington.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

COURTS UPHOLD RIGHTS OF PUBLIC IN TRANSPORTATION

Mr. Walter Gordon Merritt, Chairman of the Law Committee of the Citizens Transportation Committee, Explains Litigation Which Led to Decisions of High Value to Public

By Mr. WALTER GORDON MERRITT,
Chairman of the Law Committee of the
Citizens Transportation Committee

Not long after the Citizens Transportation Committee was organized in the spring of 1920, it adopted a declaration of principles which are as follows:

TRANSPORTATION AND PUBLIC RIGHTS

"The welfare of the Community being dependent on impartial and uninterrupted transportation service, all classes of people and merchandise should be served by transportation and trucking facilities without discrimination, and there should be no interruption to such service through industrial warfare except as a last resort, when all efforts of adjustment have failed, and there is no impartial tribunal available to the parties presenting a grievance.

"Employees on piers, docks, railroads, steamships, lighters, tugs and trucks should perform their usual service regardless of whether the connecting points which they serve or the facilities or vehicles through which merchandise is received or delivered are manned by union or non-union men.

"Impartial service should be extended to all merchandise, regardless of whether it has been worked upon or handled by union or non-union men."

The Transportation Trades Council

The Committee found the commerce of the City obstructed by a combination known as the Transportation Trades Council and composed of longshoremen and teamsters operating in the City, and decided that this situation must be remedied by two policies, one being the establishing of teams and trucks in the City which would perform services that the union teamsters refused to perform, and the other being a recourse to legal proceedings for the protection of community interests. Both of these policies were pursued with unqualified success and the interests of the community were thereby promoted.

Appeal to the Courts

The Committee realized at the outset that legal proceedings might prove of more lasting benefit to the community than any other phase of its work, since the enunciation of proper principles by courts of high standing would serve as precedents whereby the interests of the community might be more promptly protected than ever before. The Committee accordingly organized the Law Committee and it was through efforts, both in behalf of the Committee and in connection with other work, on behalf of the League for Industrial Rights, that favorable decisions were finally secured, both in State and Federal courts, which give strong assurance that the difficulties of last summer will not be repeated.

The first case was brought in behalf of Burgess Brothers, Inc., in the Supreme Court of the State of New York, Kings County, to enjoin a combination whereby employees threatened to strike against the Steamship Companies if they attempted to transport lumber delivered by the plaintiff through non-union teamsters. When this case came on for a hearing on the preliminary injunction, Judge Lewis L. Fawcett, on June 9, 1920, rendered an opinion upholding the right of the public to be served by common carriers without discrimination. This opinion contained such forceable and vigorous language that it was quoted extensively in the newspapers and received national comment. It gave much added strength to the work carried on by the Citizens Transportation Committee.

Public Rights Vindicated

After the preliminary injunction was issued in this case the plaintiff had no further difficulties, but the suit proceeded in the ordinary course. The defendants appealed from the preliminary injunction to the Appellate Division of the Second Department, which affirmed the preliminary injunction. The suit was then brought on for final trial in November, 1920, in which the taking of evidence covered many days. Finally on March 5, 1921, Judge Stephen J. Callaghan rendered an opinion which again upholds the rights of the public and the contentions of the Citizens Committee. The Judge holds that prominent steamship lines like the Cunard Line, Furness, Withy and Company, Norton, Lilly and Company, and many others who are made defendants, are co-conspirators with the unions and violators of the United States Shipping Act if, in the face of threatened strikes of their employees, they refuse to carry merchandise in behalf of any citizen until such time as their employees will consent to their so doing. There is a legal duty on common carriers to resist the illegal demands of their employees even if resistance means a suspension of traffic.

What the Court Said

Among other things the Court said:

Their organization (The Transportation Trades Council) passed a resolution which provided that none of the Local Unions should handle non-union goods or any goods transported by firms, corporations or individuals who refused to employ Union men, or should contract to transport

their goods at Union terms.

Steamship owners were at the mercy of the Labor Unions, and they felt, no doubt, that it was more profitable to tolerate, and, in fact, to openly countenance the unjust and illegal acts of the Unions, than to discharge those of their employees who refused to handle plaintiff's lumber.

It would be strange, indeed, if the law is so impotent as to furnish no relief from a condition forced upon it, which, if continued must inevitably bring financial ruin upon the plaintiff.

It is the purest sort of sophistry to argue that a decision here adverse to the Labor Unions is a violation of the Federal Constitution in that it imposes involuntary servitude upon the employees of various of the defendants. There is no suggestion that any of the employees are compelled to work for these defendants. Their right to work for whom they please, and when they please, is inalienable, and any judgment of the Court to the contrary could not stand; but it would be absurd to permit the employees to continue on a course of conduct which makes the steamship owners guilty of a violation of the Statute in discriminating unlawfully against the shippers of goods. If such a course of conduct is countenanced, it must, if carried to a logical conclusion, result in destroying all who do not employ Union men, coercion greater, in fact, than that of which some of the defendants are now complaining.

These defendants, who were owners or agents of steamships, were required to serve the public without discrimination, and if their employees continued voluntarily in their service the same obligation rested also upon the employees. This record is barren of any evidence which would indicate a desire on the part of the steamships' representatives to receive or handle plaintiff's lumber. They did not discharge or reprimand any of their employees for discriminating against plaintiff but openly sanctioned such conduct and connived at it, on the theory no doubt that it was better that plaintiff should suffer than that the movement of freight in the port be "tied up."

A carrier cannot avoid this responsibility. It is no answer to a charge of misconduct, amounting to a discrimination to say that the unlawful act is that of an employee. It was the duty of the employers to find those who would handle all goods offered for shipment, and if those employed to do that work refused there could be no other alternative but to discharge such employee even though it may have led to a great financial loss to the steamship owners and inconvenience to the public. The employee is the *alter ego* of the principal and any act of the employee in violation of the Common Law, or of the Statute, is the act of the principal, for which the principal is liable.

The price demanded by the Union was that all of plaintiff's employees be members of the Union. This plan could not be effectually carried out without the co-operation of the steamships' representatives. A defiance by them of the Union would have frustrated the plan, and while it has not been shown here that there was an agreement between the representatives of the steamship companies and the Union to refuse plaintiff's products, there is sufficient evidence of their approval of, the connivance at, and the sanctioning of, the acts of the employees as to amount to an overt act on the part of the steamship companies. For these reasons they may be properly regarded as a party to the unlawful combination.

The Samuel Buyer Suit

In July, 1920, when the trucks of the Citizens Trucking Company were performing their most important service, the Longshoremen threatened strikes against certain steamship lines which accepted merchandise delivered by the Citizens Trucking Company, and among the lines so threatened was the Old Dominion Transportation Company, which thereupon refused to accept mer-

LAW FORBIDS STOPPAGE OF TRANSPORTATION LINES

chandise delivered by the Citizens Trucking Company. A suit was accordingly started in the United States District Court for the Southern District of New York, in behalf of Samuel Buyer and Company, to enjoin the unions from threatening strikes against the Old Dominion Steamship Company if it received merchandise from the Citizens Trucking Company, and to enjoin the Transportation Company from refusing impartially to perform its duty as a common carrier. An *ex parte* injunction was issued in July, 1920, by Judge John C. Knox, and after a hearing thereon was set aside about September 1, 1920, by Judge Augustus N. Hand, who held that the action of the union and the Steamship Company in refusing to serve the complainant did not constitute a violation of any law.

This decision by Judge Hand constituted such an unfortunate precedent that although the pressing emergencies of the situation seemed to be temporarily over, it was deemed imperative that an appeal be taken to the United States Circuit Court of Appeals, in order that the law in respect to these matters should be finally determined. Such an appeal was taken and after argument in January of this year a unanimous decision was rendered by the United States Circuit Court of Appeals on February 2 which fully sustains the rights of the public and the contentions of the Committee and its counsel.

Judge Hand Reversed

The Circuit Court of Appeals in its opinion of reversal, rests primarily on the recent famous decision of the United States Supreme Court in the case of the Duplex Printing Press Company, which held that the Clayton Act did not exempt labor unions from the Anti-Trust Law. In view of that decision, the Circuit Court of Appeals holds that a combination to prevent the acceptance and transportation by a steamship company of goods delivered by non-union truckmen, was a violation of the Sherman Anti-Trust Law, and that a Steamship Company which yielded to the demands of its employees in such a matter becomes a co-conspirator.

The Circuit Court of Appeals in reversing the District Court and directing the issuance of an injunction said:

It will be seen that the representatives of the unions admit the existence of an agreement that their members will not handle the plaintiff's interstate shipments unless he sends them to the Old Dominion Transportation Company by some transfer agency operated entirely by union men and the Old Dominion Trans-

portation Company admits that it will not transport its shipments until its employees consent to handle them. For this reason it may be regarded as a party to the combination. It is also plain that the plaintiff has sustained and is sustaining and will sustain in the future special and irreparable damage as the result of this combination for which he has no adequate remedy at law because of the difficulty of ascertaining the damage in case of each shipment refused and of the necessity of bringing a multiplicity of suits.

The whole case of the defendants and the conclusions of the learned judge of the Court below are based upon the law of the State of New York as laid down in *Bossert v. Dhuy*, 225 N. Y., 342, to the effect that a combination of individuals whose primary intent is the protection of their own interests as, for instance, to establish complete unionization of the long-shore work of the waterfront of the Port of New York, not accompanied by violence or intimidation and not to gratify malice, is lawful, even if it does injure others.

In *Duplex Printing Press Co. v. Deering*, 252 Fed. Rep., 722, we followed this view and also held that such combinations did not violate the Sherman Law. We construed Sec. 20 of the Clayton Act as legalizing a secondary boycott so far as it consists in refusing to deal with anyone who deals with an employer whose employees are on strike. But this decision has been lately reversed by the Supreme Court holding that if the combination was in violation of an act of Congress it is of minor consequence whether either kind of boycott (primary or secondary) is lawful or unlawful at common law or under the statutes of particular states; that Sec. 6 of the Clayton Act providing that labor organizations shall not be held illegal combinations in restraint of trade under the anti-trust laws contemplates only such organizations as lawfully carry out their legitimate objects; that Sec. 20 prohibiting United States Courts and judges from issuing injunctions applies only to disputes between employers and employees.

The combination in this case being in restraint of interstate commerce and no controversy between employer and employees being involved the order is reversed and the Court below directed to issue a preliminary injunction in accordance with this opinion.

In holding the Old Dominion Transportation Company a party to the combination the Circuit Court followed the doctrine that a party who by acquiescence in order to avoid injury to his business at the hands of a union, assists in the prosecution of a conspiracy is a party thereto, although he may be an unwilling conspirator and may be actuated by motives entirely different from those who initiated the conspiracy. Employers who have a contractual, a statutory or a common law obligation, which they may not be heard to deny, must not acquiesce in the non-performance of those duties because they are threatened with business injury. They must resist such forces wherever and whenever they appear.

Echoes of Debs Case

These cases are echoes of the Debs case of a quarter of a century ago, where the American Railway Union ordered strikes on railroads to prevent the hauling of Pullman cars. The principle that public utilities, like railroads, steamships, street railways, express companies, telephone, gas and electric companies must serve the public without discrimination has been indelibly

written into our American institutions, but organized labor still voices resentment and indignation whenever a court frustrates its effort to use these public utilities as instruments of class aggression. Fortunately for the life of this Republic, public opinion is firmly set against action of this kind, whether emanating from employers or employees.

This closing chapter in the eventful work of the Citizens Transportation Committee represents, perhaps, its most important and enduring achievement. With the state and federal courts declaring their support of the principals of impartial service by public utilities, which the Committee set out to vindicate—with the court charging common carriers with the duty to resist these illegal demands of unions—it will be a discouraging task indeed for transportation employees to repeat their activities of last year. Any effort on the part of the union again to manipulate the operations of common carriers in the interests of a particular class and any acquiescence in such activities by the carriers can be promptly met by civil suits and criminal prosecutions in both state and federal courts, under the clear definition of public rights to which these decisions give utterance.

CONTINUATION CLASSES

Provisions of the State Law Requiring the Completion of Educational Courses

The law of the State of New York requires that in five years' time, or by 1926, all minors between the ages of fourteen and eighteen who have not completed a four year high school course, public or private, must attend continuation classes at least four hours a week.

If such minors are temporarily out of work they must attend classes for at least twenty hours a week.

It is estimated that there are more than 150,000 children in New York City between fourteen and eighteen years of age. In the continuation classes under the law this year, only those who are under seventeen years of age and who have not graduated from the elementary grades are required to attend, and this has brought about 11,000 children in the five continuation schools which now exist in the City.

HEAD OF NATIONAL CHAMBER ON LONG TERM CREDITS

President Defrees Explains the Purposes of the Foreign Trade Financing Corporation and Shows Why the Enterprise Should Be Supported by Business Men and Public

Mr. Joseph Defrees, President of the Chamber of Commerce of the United States, holds strong opinions upon the necessity for launching the Foreign Trade Financing Corporation, which was formed to revive the foreign trade of the United States.

Urged by Self Interest

"The movement exemplified by such organizations for the expansion of the export trade market," said he, "aside from its patriotic character, is necessary for reasons that lie in self-interest, both for the individual and for the country.

"The idea of world service involved in this project is based in the last analysis on enlightened selfishness.

"During the war, our facilities for production were tremendously increased. Our capacity for production is far beyond our domestic needs. We must, therefore, sell to others if we are fully to employ—and we must employ if we are to have peace and prosperity. We must produce and we must sell. Those things are obvious. It is equally obvious we must buy abroad those things we cannot produce so well at home. Our customers also must produce and sell in order to continue to have means of payment for their purchases.

Difficulties Abroad

"In addition to the foregoing, we must recognize that our neighbors across the water are in hard straits. We are in the same situation with respect to them as if adjacent to our immediate neighborhood there were vital troubles which were likely to spread to our neighborhood. We would certainly set about to aid in the correction of those difficulties. We must take an active part in trying to remedy them. The method of doing it and at the same time helping ourselves is perfectly clear.

"Long before the war Great Britain, Germany and other countries which enjoyed a systematic organization in foreign trade, found ways of extending long-term credits. We cannot expect now, when cash means are less plenty than heretofore on the other side, to be able to conduct our foreign trade and take care of our surplus production, unless we also form methods by which long-term credits can be extended.

"We have never heretofore been ac-

customed to that in this country. We have relied on our commercial banks, to take care of our foreign as well as our domestic commerce. Banks, however, must keep their cash resources liquid. Business men cannot have all their money out in long time credits and continue in business. Relief for them in foreign business is contained in the financing scheme proposed by the Corporation.

Savings Must Help

"Savings of business, agriculture and industry—part of the surplus wealth of America—must be employed in long term financing of its foreign shipments. There lies the remedy for the restriction that threatens us today."

An announcement from the offices of the Committee on Organization of the Foreign Trade Financing Corporation, of which Mr. Defrees is a member, says that gratifying subscriptions to its stock are being received from banks, business firms and individuals in all parts of the country; and it is expected that organization will be completed and the actual transaction of business begun by the early summer.

To Enlarge Committee of Thirty

Mr. John McHugh, Chairman of the Committee on Organization of the Foreign Trade Financing Corporation, announced last week that the Committee of Thirty selected after the Chicago conferences of bankers which resulted in the formation of the corporation, will be enlarged immediately so that it may represent more nearly every interest in every part of the country.

In this City, Mr. H. M. Swetland, President of the National Publishers' Association, the Hon. W. C. Redfield, former Secretary of Commerce, and Mr. Jerome T. Thralls, Secretary of the Discount Corporation, have been added to the Committee.

Mr. Hoover Resigns

Mr. McHugh further announced the resignation of Herbert Hoover, who has been obliged to sever all business connections in order to give his full attention to his duties as a member of the new Cabinet. It is the opinion among members of the Committee, however, that, as Secretary of Commerce, Mr.

Hoover will be able to render valuable assistance to the Corporation in the capacity of adviser on the shaping of its foreign trade plans.

It was also announced during the week that the leaders of the Organization Committee would seek an amendment to the Edge Act which will permit the directors to call for installments on stock payments at such times as future business demands greater capital, instead of at the arbitrary periods named by the Act in its present form. It was pointed out that such an amendment would operate to enable the Corporation to meet the needs of American foreign trade by providing a means whereby the necessary capital can be called for as the business develops.

Sale of Stock Extended

The sale of the corporation's stock has been extended into Ohio and Florida, and the bankers and business men of those States are showing the same lively interest that has been manifest in other sections where the stock sale is already in progress. The members of the Committee feel that it is important to have a personnel that will represent all branches of American industry in all sections of the country, and their efforts for the next few days will be directed to seeking further aid from prominent bankers, manufacturers, farmers and business men.

WAR ON LITTER

Fifth Avenue Association Will Cooperate With Anti-Litter Bureau

The Fifth Avenue Association has arranged for active cooperation with The Merchants' Association in the work which is being done by The Merchants' Association's Anti-Litter Bureau.

The territory covered by The Merchants' Association in its campaign against unlawful bill-posting is so extensive that it is impossible for it to conduct a diligent "follow-up" to make certain that promises on the part of bill-posters to abandon their practices are fulfilled. The Fifth Avenue Association will undertake such a follow-up campaign in territory.

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Exempts All Personal Property from Local Taxation

(Assem. Int. No. 1172, by Mr. Judson.)

To amend the Tax Law in relation to exempting personal property from taxation.

Amends Section 3 by providing that, notwithstanding any provision of the Tax Law, or of any other general, special or local law, personal property, except shares of stock of banks or banking associations, whether referred to as personal property, capital, capital stock or otherwise, after June 30, 1921, shall be exempt from taxation locally for State or local purposes; and that this exemption shall be in addition to all other exemptions of personal property from local taxation, whether based upon the character, ownership or amount of property.

Sections 6, 11, 21, and 38 are amended by striking out the provisions applicable to personal property.

The following Sections are repealed: Section 7, relating to taxation of personal property of non-residents; Section 12, providing for assessment of corporate stock at its actual value; Sections 14 and 25, relating to taxation of individual bankers; Sections 27, 28 and 29, relating to reports to assessors by corporations; and Sections 35, 76 and 77, relating to taxable debts owing to non-residents of the United States.

Requires Bonds from Truckmen

(Assem. Int. No. 1106, by Mr. Reilly.)

To amend the General Business Law in relation to security to be given by truckmen and common carriers of freight.

Adds new Section 144, to read as follows:

Truckmen to Give Security for the Redelivery of Goods. No person, firm or corporation, except railroad companies, shall engage in the business of trucking or otherwise as common carriers of freight, within this State, unless such person, firm or corporation shall first file in the office of the clerk of the county in which such person, firm or corpora-

tion has its principal place of business, a bond in the penal sum of five thousand dollars conditioned that all goods, wares and merchandise intrusted for transportation to such person, firm or corporation shall be safely delivered to the consignee thereof within a reasonable time after such goods, wares and merchandise are delivered to such person, firm or corporation. Violation of this section shall constitute a misdemeanor.

Amends "Net Contents" Law

(Sen. Int. No. 786, by Mr. Pitcher.)

To amend Section 17 of the General Business Law, by providing that, on and after September 1, 1921, when commodities are sold or offered for sale in containers the sizes of which are not otherwise provided by statute, the net quantity of the contents of each container shall be plainly and conspicuously marked, branded or otherwise indicated on the outside or top thereof, or on a label or a tag attached thereto, in terms of net weight, measure or numerical count; provided, however, that reasonable variations shall be permitted.

Permits Commercial and Trade Associations to Act as Collection Agencies

(Assem. Int. No. 1080, by Mr. Crowley.)

To amend Section 180 of the Membership Corporation Law, by authorizing corporations formed under that law, such as Boards of Trade, Building Exchanges, Commercial and Trade Associations, to collect, adjust or settle accounts due their members and for such purposes to hire or recommend attorneys to represent them in the adjustment, settlement or collection of accounts against insolvent, bankrupt or embarrassed debtors, by legal proceedings or otherwise, and to charge their members an amount sufficient to defray the expense of such service.

Permits Employees to Become Directors of Corporations

(Assem. Int. No. 1156, by Mr. Steinberg)

To amend the Stock Corporation Law in relation to employee directors.

Adds new Section 25-a, providing that stockholders of any corporation except a moneyed corporation, may by by-law provide for the election by any or all of its employees of one or more such employees as member or members of the board of directors of the corporation, and for the qualifications of such director or directors. All such elections shall be by secret ballot and the by-law

shall provide the method and time of election and of notice thereof, which shall give to the qualified employees a reasonable opportunity for voting, the proportion of votes necessary for election and the method and time of filling vacancies.

Mortgage Tax Penalties

(Assem. Int. No. 923, by Mr. Pette.)

To amend Section 258 of the Tax Law by providing that in any case where a mortgage of real property subject to tax has heretofore been recorded in good faith, and the county clerk or register has held such mortgage taxable at one amount, and it shall later appear that it was taxable at a greater amount, the State Tax Commissioner may remit the penalties provided by this section.

Amends Architect Law

(Sen. Int. No. 581, by Mr. Burlingame.)

(Assem. Int. No. 846, by Mr. Bly.)

To amend Article 7-a of the General Business Law in relation to registered architects.

Provides, among other things, that a person claiming the right to practice as architect by reason of his having been in practice prior to April 28, 1915, may be required by the State Board of Examiners to file an affidavit setting forth the facts and to present evidence to satisfy the Board that he was in bona-fide practice previous to that date; also that architects must apply annually, before September 1, for re-registration, paying a fee of \$2.00 therefor.

The Secretary of the Board of Examiners is required to mail, before January 10 each year, to each registered architect in the State a printed list of the legally registered architects.

There are other provisions as to prosecution and conviction of offenders and the disposition of fees, fines and penalties.

Uniform Conditional Sales Act

(Sen. Int. No. 840, by Mr. Knight.)

To amend the Personal Property Law in relation to conditional sale of goods and chattels and to make uniform the law relating thereto.

Repeals existing Article 4 and inserts new Article 4 to be known as the Uniform Conditional Sales Act.

The bill defines "conditional sale,"

PROPOSE TO ACQUIRE NEW STREETS AT GRAND CENTRAL

"buyer," "goods," and other terms used; specifies the primary rights and liabilities of both buyer and seller; includes provisions concerning validity of sales; in relation to fixtures, railroad equipment and rolling stock, conditional sale of goods for resale, cancelling of contracts, retaking possession, redemption, compulsory resale by seller, resale at option of both parties, the application of proceeds of resale, recovery of part payments by buyer, rights of parties where there is no resale; prohibits removals or sale by buyer without notice; and makes unlawful the concealment or removal of goods; requires original contract of sale or copy thereof to be filed with city clerk, and the refiling of contracts when goods are removed from original filing district; and makes buyer liable for loss and injury after the delivery of the goods.

Insurance Companies Must Report Facts Relating to Salaries and Mortgage Loans

(Sen. Int. No. 622, by Mr. Downing.)

To amend the Insurance Law in relation to additional statements to Superintendent of Insurance.

Adds new Section 44-a, requiring that corporations and others subject to the Insurance Law, in annually reporting to the Superintendent of Insurance must include a statement giving the names and compensation of officers and officials receiving \$5,000 or more annually; also a statement in detail of all mortgage loans made, renewed or paid off in whole or in part or foreclosed during the year, with rate or interest, commission, bonus and legal fees charged or received for the making or renewing of each mortgage loan.

Blue-Sky Law

(Sen. Int. 823, by Mr. Katlin.)

To amend the Banking Law in relation to the prevention of fraud in the sale and disposition of stocks, bonds and other securities.

Adds new Article 6-A, providing for the licensing by the Superintendent of Banks of dealers in stocks, bonds, or other securities, and of domestic and foreign investment companies. Dealers and licensees are prohibited from selling, directly or indirectly, any such securities without first filing with the Superintendent of Banks a statement containing specific information required by the Act. Securities listed or dealt in upon an organized stock exchange or

curb, those disposed of to corporations, to sinking fund trustees, public securities and certain other specified securities are exempt.

Public Service Corporations

(Sen. Int. No. 623, by Mr. Harria.)

(Assem. Int. No. 918, by Mr. Mosea.)

To amend the Penal Law in relation to the exaction by public service corporations of consideration for furnishing service.

Adds new Section 671, making it a misdemeanor for a public service corporation, its agents or employees, to solicit, exact or receive any subscription to its capital stock, or any purchase of its bonds, notes or other evidence of indebtedness as a consideration or inducement for furnishing its service, or for constructing, extending or supplying structures, equipment, instrumentalities or other means for furnishing such service; and providing that such service shall not be withheld, diminished or delayed because of the failure or refusal of any person to subscribe to such stock or to purchase such bonds, notes or other evidence of indebtedness.

To Relieve Traffic Congestion at Grand Central Station

(Sen. Int. No. 676, by Mr. Meyer.)

(Assem. Int. No. 980, by Mr. Aronson.)

An Act providing for the laying out, opening and improving of a public street or streets adjoining the southerly, easterly, westerly and northerly sides of the station building of the New York Central Railroad Company between Forty-second and Forty-fifth streets in the vicinity of Park avenue, New York City. The Board of Estimate, which is to lay out such streets, is authorized to acquire an easement thereto. The purpose of this bill is to enable the City, through the acquisition from the New York Central Railroad and the Commodore Hotel of the necessary property, to relieve traffic congestion at the rear of the Grand Central Station. The plan contemplates the erection of elevated structures for traffic on the east and west sides of the Grand Central Station, between Fortieth and Forty-sixth streets.

Miscellaneous

Affects Laundries.—To add new Section 145 to the General Business Law, requiring laundrymen to give bond for \$1,000 as security for the redelivery of

goods. (Assem. Int. No. 1105, by Mr. Reilly.)

Prohibits Use of Saccharine.—To amend Section 45 of the Public Health Law, by providing that articles of drugs or foods containing saccharine shall be deemed to be adulterated within the meaning of the Public Health Law. (Sen. Int. 747, by Mr. Boylan.)

Licensed Plumbers.—To amend Section 45-b of the General City Law, by providing that the fee for renewal of "licensed plumber" signs or plates shall be \$2.00 annually. (Assem. Int. No. 1029, by Mr. Flynn.)

Mechanic's Liens.—To amend Section 4 of the Lien Law, by providing that if an owner encumbers his interest in real property, by mortgage or otherwise, after commencing improvement and prior to filing of a mechanic's lien, the lien shall extend to the interest thus encumbered and the mortgage or other encumbrance shall be subsequent and inferior thereto. (Assem. Int. No. 977, by Mr. Wackerman.)

Bank Holidays.—To amend the Banking Law, by providing that, in addition to the existing legal holidays, every bank and banking institution shall observe as holidays each Saturday during July and August. (Assem. Int. No. 1212, by Mr. Donohue.)

Four-Family Tenements.—To amend Section 2 of the Tenement House Law, by defining a tenement house as a house occupied as a home by four, instead of three families as at present. (Assem. Int. No. 1113, by Mr. Clayton.)

Imitation Milk.—To add new Section 37-a to the Agricultural Law, prohibiting the manufacture and sale of any condensed, evaporated, concentrated, powdered, dried or desiccated milk, cream, or skim milk, to which has been added, blended or compounded, any fats or oils other than milk fats, in imitation or semblance of condensed, evaporated, concentrated, powdered, dried or desiccated milk, either in bulk or hermetically sealed cans, under the name of said products or articles or the derivatives thereof or under any fictitious or trade names whatsoever. (Sen. Int. No. 825, by Mr. Ferris.)

Revolver Licenses.—To amend Section 1897 of the Penal Law, by making it a misdemeanor for any person to carry firearms, who is over 25 years of age, other than a citizen of the United States, who is either a freeholder in the State or engaged in business as a manu-

BILLS OF INTEREST IN THE LEGISLATURE

facturer, retail merchant or storekeeper or messenger or watchman of any banking institution or express company, unless authorized by license. (Sen. Int. No. 538, by Mr. Ames.)

State Militia—To add new Section 247 to the Military Law, extending to militia performing guard duty during World War all the rights privileges and immunities granted to World War veterans. (Assem. Int. No. 851, by Mr. Whitcomb.)

Automatic Fire Escapes—To add new Section 399 to the General Business Law, permitting the installation in non-fire-proof buildings of certain approved automatic safety devices operated from the windows of such buildings with metal cables. (Sen. Int. No. 549, by Mr. Fearon.)

Industrial Safety Museum—To add new Article 16-A to the Labor Law, providing for the establishment of a State Industrial Safety Museum in the Department of Labor, in which may be installed and maintained such exhibits as the Commissioner shall deem necessary to further the standardization of safety and economic stability in factories and mercantile establishments. There is appropriated \$25.00. (Assem. Int. No. 843, by Mr. Antin.)

RAILWAY FIGURES FOR 1920

The total earnings of the railroads in 1920 are estimated at \$6,230,000,000, or \$1,046,000,000 more than in 1919. The increase in the earnings was partly due to a larger traffic and partly to the advances in rates made in August. Operating expenses are estimated at \$5,750,000,000, or \$1,330,000,000 more than in 1919. That increase in expenses was partly due to the larger business handled, partly to increased maintenance work and partly to payment of approximately \$400,000,000 more in wages. Taxes are estimated at \$281,000,000, against \$235,000,000 in 1919. Net operating income is estimated at \$150,000,000, practically all of which has been earned since the advance in rates. The net operating income in 1919 was \$481,000,000.

EXPORTS GREATER, IMPORTS SMALLER

In the first seven months of the present fiscal year our exports were \$42,000,000 greater than during the same period a year ago, and our imports were \$224,700,000 smaller.

PURE SHOE BILL HERE ONCE MORE

This Association Protests Against Measure to Regulate the Composition of Shoes

WOULD HARM STATE INDUSTRIES

Protests against the passage by the Legislature of the familiar "Pure Shoe" bill has been renewed by The Merchants' Association in the form of letters addressed to Senator Burlingame, Chairman of the Senate Judiciary Committee, and Assemblyman Richford, Chairman of the Assembly Committee on General Laws.

Reasons for Opposition

The reasons for opposition to the bill are stated in these letters as follows:

"We wish to renew our opposition to the above bill, which has been before successive Legislatures for a number of years and concerning which we have made not only personal appearances in opposition but have filed a number of written statements in objection. This Association is strongly opposed to the bill which forbids the use of leather substitutes in shoes.

Detrimental in Effect

"We have examined with great care the entire subject of adulterated or substitute materials in connection with numerous bills offered in Congress during several past sessions and have become firmly convinced that all measures of this class would have a detrimental in place of a beneficial effect by interfering with the use of substitute materials in cases where not only suitable but desirable, and by creating a public prejudice against serviceable articles at a moderate price. The general tendency of such bills is materially to increase the cost of many products, to stigmatize articles of excellence and to create artificially high standards which cannot be conformed to except at prohibitory costs.

Leather Substitutes

"It is a well established fact that the substitution of other materials for leather in certain parts of shoes results in not only a better but a cheaper product than would be the case if inferior qualities of leather were used. No benefit will result to the public from the passage of this bill. Its effect will be to lead the public to abandon the use of shoes in which substituted materials are

employed and in their place to purchase shoes that are implied or represented to be wholly of leather. If the leather used in the entire shoe under the latter conditions is of high quality, the price of the shoe will be prohibitory. If the leather be of pure quality, as will inevitably be the case, the public will be deluded into the belief that the shoe is serviceable when in fact it is much inferior in wearing qualities to a shoe in which certain of the parts are of substitutes that are better for that particular purpose than inferior leather. Such a law would afford no substantial protection to the public and would inflict much harm upon manufacturers of and dealers in shoes.

"A very serious but inevitable result of the adoption of this bill will be the destruction of the shoe manufacturing interests in the State of New York. Under its terms, no shoes could be manufactured or sold in this State without having affixed thereto a tag which would indicate inferiority of product, except in cases where no substitute for leather was used in any part of the shoe.

Effect in State's Industries

"The products of this State thus stigmatized and impliedly branded as inferior, would be thrown into active competition with the shoe products of other States where no brands are required. It would be impossible under these conditions for shoes manufactured in the State of New York to maintain a market elsewhere, as the public would be led to believe that the New York product is inferior and would therefore refuse to buy it. This consideration alone should be sufficient to lead the Legislature to disapprove of a measure which not only will afford no true protection to the public but will also destroy a manufacturing interest of great extent and of great importance to the State.

"This Association has worked earnestly to prevent the classes of frauds aimed at by this bill and has hitherto urged and is now urging upon Congress the adoption of a Merchandise Marks Act which will effectively deal with the subject.

"We hope therefore that your Committee will disapprove the bill."

DEATHS FROM MOTOR ACCIDENTS

Deaths from automobile accidents in 1919 were 7,969, an increase of 444 over 1918 in the registration area of the Federal Census Bureau which covers about 80 per cent of the total population.

FOREIGN TRADE NEWS FROM VARIOUS OVERSEA LANDS

Australia Postpones Some Deferred Duties—Sample Fair at Basle—Pamphlet Describes Trade Customs on River Plate—Postal Information

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The Merchants' Association has just received a communication from the Hon. Mark Sheldon, Commissioner in New York City for the Commonwealth of Australia, with regard to the further postponement of certain Australian deferred duties. The letter is as follows:

"In the Australian Tariff, which came into operation March 25th, 1920, provision was made for certain duties to come into operation at later dates. These deferred duties will be found under items 136, 145, 147, 152, 168, 171, 194, 278, 358, 388, 392 and 397. Advice has now been received from the Australian Department of Trade and Customs that the operation of the deferred duties has been postponed in the case of the following items:

- | | |
|------------------|---|
| Item 136 (D) (2) | Plate and Sheet (plain). |
| (F) | Hoop iron and steel. |
| | (Postponed from 1st Jan., 1921, to 1st Jan., 1922.) |
| Item 171 (A) | Hay rakes, Horse. |
| (C) | Mowers. |
| (D) | Metal parts n. e. l. of hay rakes (horse) and mowers. |
| | (Postponed from 1st Jan., 1921, to July 1, 1921.) |
| Item 278 (A) | Carbonate and Bicarbonate of Soda and Soda Silicate. |
| | (Postponed from 1st Jan., 1921, to 1st Jan., 1922.) |
| Item 388 | Cordage, Metal, including cordage of metal with core of other material. |
| | (Postponed from 1st Jan., 1921, to 1st Jan., 1922.) |
| Item 397 (D) | Powder, Sproting; Wads for Cartridges n. e. l.; Caps Percussion; Cartridges for military purposes; Detonators; Cartridge cases, empty, capped or uncapped; Fuse Cotton; Mining Fuses, electrical. |
| | (Postponed from 1st July, 1920, to 1st Jan., 1922.) |

"Deferred duties other than the above will come into force on the dates specified in the tariff."

Swiss Sample Fair

Fifth Annual Event Will Take Place at Basle

The Merchants' Association has received a notice from the Consulate of Switzerland with regard to the forthcoming Fifth Swiss Sample Fair in Basle, which is to be held April 16-26. The Swiss Consulate has been good

enough to offer to forward to the Foreign Trade Bureau buyer's cards free of charge, which cards are necessary in order to obtain admission to the Fair.

The object of the Fair is to promote the sale of Swiss products both at home and abroad. The organization is divided into groups on the basis of the principal commodities which Switzerland is prepared to export.

Further information with regard to the Fair will be willingly supplied by the Consulate of Switzerland, 104 Fifth Avenue.

River Plate Trade

American Express Company Issues a Pamphlet of Information

The Merchants' Association has received a copy of a booklet just published by the Buenos Aires office of the American Express Company, entitled "In the Plate Trade." The booklet contains a summary of the laws, regulations, tariffs and general practice of shipping operations in Argentine Ports, together with information regarding the ordinances and practices which concern shipping operations in the River Plate ports.

The American Express Company has informed us that a limited number of these booklets have been received by the home office for distribution to firms interested in Argentine trade. A copy will be mailed on request free of charge.

Postal Rates

Changes Made by the Universal Postal Convention

The Post Office Department has made the following announcement with regard to changes in postal rates:

"The Universal Postal Convention of Madrid, 1920, provides for a maximum postage rate on letters of 50 centimes for the first ounce or fraction thereof and 25 centimes for each additional ounce or fraction thereof; and stipulates that said maximum rates may be put in force by any country prior to the date,

January 1, 1922, on which said convention becomes effective generally.

"This department has been advised by the International Bureau of the Universal Postal Union that the increased rates above mentioned became effective February 1, 1921, in Denmark, Finland, Italy, Norway and Switzerland, and become effective on February 15, 1921, in France, so that letters mailed in those countries on and after the dates named will be subject to a postage rate of 50 centimes (10 cents) for the first ounce and 25 centimes (5 cents) for each additional ounce.

"The careful attention of all postmasters is invited to the foregoing in view of the circumstances that patrons of the United States Postal Service who desire to prepay a reply to a letter sent to any one of the countries above named, by means of the reply coupon referred to in Section 22 on page 127 of the current Postal Guide, will be required to forward two reply coupons, instead of one as heretofore, in order to fully prepay a reply consisting of a single-rate letter posted in one of these countries."

Service Delayed

Supplementary Mail Service Has Been Postponed

With reference to the establishment of supplementary mail service on the piers of New York City, which was to have been resumed on March 1, The Merchants' Association has received a letter from the Second Assistant Postmaster General, Mr. Otto Prager, in which he says:

"You are informed that the resumption of the service has been deferred owing to the recommendation of the Postmaster at New York that operations be effective June 1st, after the period May 1-28, when all the countries of the Universal Postal Union are engaged in weighing and stating the mails to be carried in transit, to serve as a basis for the payment of the transit charges in the years 1920-1923.

"Instructions have been issued this date to the Postmaster at New York to establish on June 1st next the supplementary mail service on the piers of the principal transatlantic mail steam-

NEWS OF INTEREST TO FOREIGN COMMERCE

ship companies and such other piers at New York as may appear necessary."

Cable "Repeats"

Charge for Accuracy May Be Subject of Appeal

In response to protests received from various members of The Association urging that the Commercial Cable Company resume its former practice of carrying repeats of mutilated expressions to point of origin without charge, as required by international regulations, The Merchants' Association is informing them of a letter which was recently sent to the company asking whether it was their intention to continue the present practice and saying that, if so, it probably would be wise to lay the whole matter before the Interstate Commerce Commission in order to obtain an official ruling with regard to it.

Patent Extension

New Law Gives Time for Filing Applications

Members of The Merchants' Association will be glad to learn that during the closing days of Congress H. R. 15662 was enacted and signed by the President.

This measure provides for the extension of time in filing applications for patents which, because of conditions arising from the war, could not be completed during the period normally required.

One of the chief benefits from this measure is the expectation that various foreign countries will reciprocate by permitting American manufacturers and patent attorneys to complete registrations which were interrupted because of the war.

Inasmuch as arrangements between various foreign countries expire on March 31, action by the last Congress was necessary in order that the United States might be open for reciprocity of treatment before it was too late. International patent attorneys assume that the volume of American patents jeopardized abroad is far greater than the volume of foreign patent applications which were suspended by the United States Patent Office during recent months.

WATER CARRIERS ANNOUNCE RATES

Steamship Lines From This City Offer Cheap Transportation East and West

RATES LOWER THAN RAILROADS

Prepared by the Traffic Bureau of The
Merchants' Association

For the information of members of The Merchants' Association, and to facilitate the use wherever practicable of water carriers, to the end that water service may be fostered and preserved in full vigor, there is submitted herewith a list of steamship lines operating between New York and the principal port cities on the Atlantic, Gulf and Pacific Coasts, as well as points on Long Island Sound. The lines shown herewith are operating regular sailings between New York and the various port cities heretofore referred to.

COASTWISE

Atlantic Ocean

Clyde Steamship Company, piers 36 and 37 N. R., New York; Jay St. Term., foot Jay St., Brooklyn, N. Y.; Undercliff Term. and Warehouse, Edgewater, N. J.

Between New York and Brunswick, Ga., Charleston, S. C., Jacksonville, Fla., Wilmington, N. C., and points beyond served by rail connections.

Eastern Steamship Lines, Inc. (Metropolitan Line), Pier 18, N. R., N. Y.

Between New York and Boston, Mass., and points beyond served by rail and water connections.

Ocean Steamship Company of Savannah, Pier 35, N. R., N. Y.; Jay St. Term., Brooklyn, N. Y.

Between New York and Savannah, Ga., and points beyond served by rail connections.

Old Dominion Transportation Company, Pier 26, N. R., N. Y.

Between New York and Norfolk, Va., and points beyond served by rail connections.

Richmond-New York Steamship Company, Pier 46 (old No.), E. R., N. Y., foot of Jefferson Street.

Between New York and City Point (Hopewell) and Richmond, Va.; also points beyond served by rail connections.

Pacific Ocean

Isthmian Steamship Lines, Pier B, Jersey City. Between New York and Los Angeles, Cal., Portland, Ore., San Francisco, Cal., Seattle, Wash., and Vancouver, B. C.

Luckenbach Steamship Lines, Pier foot 33rd St., Brooklyn, N. Y.

Between New York and Los Angeles, San Diego, Cal., San Francisco, Cal., Portland, Ore., Tacoma, Wash., Seattle, Wash.

United American Lines, Inc., Bush Term., Brooklyn, N. Y.

Between New York and Portland, Ore., San Pedro, Cal., San Francisco, Cal., Seattle, Wash., Tacoma, Wash.

Dollar Line, Bush Docks, Brooklyn, N. Y. Between New York and San Francisco, Cal.

Williams Steamship Company, Pier 6, Bush Term., Brooklyn, N. Y. Between New York and Los Angeles, Cal., Portland, Ore., San Francisco, Cal., Seattle, Wash., Vancouver, B. C.

Mallory Steamship Company, Pier 22, N. R., N. Y.; Jay St. Term., foot Jay St., Brooklyn, N. Y.; Undercliff Term. and Warehouse Co., Edgewater, N. J.

Between New York and Galveston, Texas, Key West, Fla., Mobile, Ala., Tampa, Fla., and points beyond served by rail connections.

"Morgan Line"—Southern Pacific Company, Piers 48 and 49, N. R., N. Y. (Brooklyn and Edgewater, N. J.).

Between New York and New Orleans, La., Galveston, Tex., and points beyond served by rail connections.

Long Island Sound

Central Vermont S. S. Line, Pier 29, E. R., N. Y.; Bush Term. Docks and Jay St. Term., Brooklyn, N. Y.; Edgewater, N. J., and Undercliff Term. Warehouse Co.

Between New York and New London, Conn., and points beyond served by rail connections.

North & East River Steamboat Co., Pier 39, E. R., N. Y.

Between New York and Stamford, Conn. Hartford & New York Transportation Co.

Bay State Line, New Pier 19, E. R.

Between New York and Providence, R. I., and points beyond served by rail connections.

Hartford Line, Pier 20, E. R.

Between New York, Hartford, Conn., and Connecticut River Landings.

Colonial Navigation Company, Pier 39, N. R., N. Y.

Between New York and Providence, R. I. New England Steamship Company.

Bridgeport Line, Piers 27 and 28, E. R., N. Y., and Jay St. Term., Brooklyn, N. Y.

Fall River Line, Pier 14, N. R., N. Y., Jay St. Term., Brooklyn, N. Y.

New Bedford Line, Pier 40, N. R., N. Y., Jay St. Term., Brooklyn, N. Y.

New Haven Line, Piers 27 and 28, E. R., N. Y., Jay St. Term., Brooklyn, N. Y.

New London (Norwich) Line, Pier 40, N. R., N. Y., Jay St. Term., Brooklyn, N. Y.

Providence Line, Pier 15, N. R., N. Y., and Jay St. Term., Brooklyn, N. Y.

Between New York and Bridgeport, Conn., Fall River, Mass.,

New Bedford, Mass., New Haven, Conn.,

New London, Conn., Providence, R. I.,

and points beyond served by rail connections.

Starin New Haven Line, Pier 41, N. R., N. Y.

Between New York and New Haven, Conn.

Expeditions Service

New York shippers and receivers of freight can secure on many of the routes a more expeditious movement than via all-rail routes between the same points. In nearly all instances, the rates via the coastwise lines are materially less than the all-rail rates, and the risks of loss and damage are much curtailed via the water movement. It is, therefore, to the material interest of our shippers and consignees to patronize water routes, and thereby serve the best interests of New York, together with their own.

The Traffic Bureau will be very glad to supply more detailed information to members interested in coastwise service to and from New York.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

REPORT INDICATES THAT POSTAL REFORMS ARE COMING

Commission Appointed at Request of This Association Indicates Savings Made by Adoption of Its Suggestions and Asks Time for Further Study

As a result of the investigations made by the Joint Commission on Postal Service, which was created at the request of The Merchants' Association, it is probable that the pneumatic tube service for the rapid distribution and reception of mail matter in the cities of New York, Boston, Philadelphia, Chicago and St. Louis, will be restored.

Scope of the Commission

The Commission was created by the Post Office Appropriation Act of April 24, 1920, which contained the following provisions:

Sec. 6 (a) That a commission is hereby created to be composed of the chairman and four members of the Committee on Post Offices and Post Roads of the Senate, appointed by the President of the Senate, the chairman and four members of the Committee on the Post Office and Post Roads of the House of Representatives, appointed by the Speaker of the House, and a postal expert appointed by the Postmaster General. Such commission shall, by majority vote, appoint seven persons who are experienced in business or commercial transactions, or represent business or commercial organizations which make extensive use of the Postal Service, to act as an advisory council and to aid such commission in its work. Vacancies occurring in the commission or in such advisory council shall be filled in the same manner as the original appointments. No member of such Advisory Council shall receive any compensation for his services. The commission may employ and fix the compensation of such engineers, special experts, clerks, and other employees as it may deem necessary: Provided, That each executive department and independent establishment of the Government is hereby directed to furnish to the commission such engineers, special experts, clerks, and other employees as the commission may require, whenever, in the opinion of the head of such department or independent establishment, the public business thereof will not be materially affected thereby.

(b) The expenses of the commission and of the Advisory Council, including all necessary traveling expenses incurred by a member of the commission, a member of the advisory council, an engineer, special expert, clerk, or employee, under orders of the commission, in making any investigation or upon official business in other places than the place of his residence, shall be allowed and paid upon the presentation of itemized vouchers therefor, approved by the chairman of the commission, which approval shall be conclusive upon the accounting officers of the Treasury Department.

(c) The commission shall investigate all present and prospective methods and systems of handling, dispatching, transporting, and delivering the mails and the facilities therefor; and especially all methods and systems which relate to the handling, delivery, and dispatching of the mails in the large cities of the United States.

On or before March 1, 1921, the commission shall make a report to Congress containing a summary of its findings and such recommendations for legislation as it may believe to be proper.

Organized Last May

It organized last May by electing Senator Townsend, Chairman; Representative Steenerson, Vice-Chairman; Mr. E. H. McDermot, Secretary, and Mr. Frederick Riedesel, Assistant Secretary. The members of the Advisory Council provided for in the Act were appointed by the Commission as follows:

Mr. John Gribbel, Philadelphia, Chairman

Mr. Charles G. Bancroft, Boston

Mr. Union N. Bethell, New York

Mr. T. W. Dwight, Sioux Falls

Mr. M. E. Cooley, Ann Arbor

Mr. Albert Holmboe, Crookston, Minnesota

Colonel I. C. Wade, Cornelia, Georgia.

A New York City firm of engineers was engaged to investigate conditions in this City and Chicago.

The Commission has submitted its report to the Sixty-sixth Congress before its final adjournment. It said that, while valuable information had been obtained, it was still incomplete and could not be used until further investigation had been made and the material classified in an orderly manner.

Recommendations Made

The report says:

"A number of recommendations have already been made by the engineers which they believe will expedite the mail and result in a large saving in the operation of the department. The following is a brief outline of their estimate of the savings to the Government and the expedition of the mail that will result from the adoption of these recommendations upon which, however, the commission has taken no action.

Foreign mails:

Expedition of mail from 5 to 48 hours without additional expense.

Air mail:

Elimination of the New York-Washington route and have this mail transported by railroad.

This will give as satisfactory service and save annually \$150,000.

Postal savings:

Investment of the 5 per cent reserve will earn annually about \$400,000.

Leases:

Eliminate the Federal building clause, 90-day cancellation clause, and furniture requirements from leases of post offices.

Estimated annual saving about 10 per cent, \$1,000,000.

Separation of first class from parcel post in New York:

Will result in annual saving in motor-vehicle service of \$200,000.

Material expedition of first-class mail.

Motor-vehicle service in New York:

Use of electric trucks will save annually over \$200,000.

Lock trucks against thefts by chauffeurs will prevent depredations annually in registered mail of over \$200,000.

And much more in parcels post.

Pneumatic tubes in New York:

Restoration of tubes will expedite mail from 1 to 4 hours.

Centralization in New York:

Modify centralization will expedite mail up to 14 hours.

Tunnel—Chicago:

Use of existing tunnels for parcel post will expedite transportation and save annually over \$200,000.

Station at Englewood, Chicago:

Will expedite one-fourth of Chicago mail from 3 to 24 hours and save annually in the motor-vehicle service over \$60,000.

Proposed by This Association

"The Merchants' Association recommended several of these reforms, chief among them the expedition of foreign mails, the restoration of the pneumatic tube service, the modification of the centralization system in New York, and the separation of first-class mail matter from parcel post matter in this City.

"The report concludes by stating the present activities of the Commission's engineers as follows:

"They are making a study in the large cities of the existing and required building facilities, of the administration and operation of the space system of transporting mails, depredations, the parcels post, foreign mails, air mail, Railway Mail Service, second-class mail, motor-vehicle service, pneumatic tubes, methods of working and handling mail in post offices, mechanical transportation, organization, inspection service, contracts and leases, the merit system, mail counts, dead-letter service, registered service, special-delivery service, money order division, postal savings, Rural Free Delivery Service, and general departmental methods of operation."

RAILWAY FATALITIES DECLINE

The number of deaths from railway accidents in the United States in 1919 was 6,425, which is lower than during any previous year since 1898.

THIRTY MEMBERS ADDED TO ROLLS

**Directors Act Favorably Upon
Applications of Business
Houses for Admission**

INDUSTRIAL BUREAU PRAISED

Many letters are being received by the Industrial Bureau of The Merchants' Association commending its work.

Mr. P. J. Ebbott, Assistant Vice-President of The National Park Bank, wrote:

"This will thank you for your letter of November 6 in which you enclosed the confidential report of your recent survey of wage conditions in representative New York banks. I am happy to have the data before me, and have taken the liberty of turning it over to our Cashier, who I know will be interested in perusing the figures."

New Members Elected

The following individuals, firms and corporations were elected members of The Merchants' Association by the Board of Directors last Thursday:

Adler and Adler, Incorporated, Mr. Louis Adler, President, 396 Fifth Avenue—Manufacturers of Waist.

Aetna Life Insurance Company, Mr. John S. Turn, Secretary, Accident and Liability Department, 100 William Street—Insurance.

Augstein, S., and Company, 352 Fourth Avenue—Manufacturers of Knitted Outerwear.

Braunstein Brothers Soda Fountain Company, Mr. Julius Braunstein, President, 195 Canal Street—Manufacturers of Soda Fountains and Carbonic Waters.

Dunbar Molasses and Syrup Company, Mr. D. V. Wadsworth, Store No. 62, New York Dock Company, Brooklyn, —Molasses and Syrup.

Eaton and Gettinger, Incorporated, Mr. William Gettinger, President, 263 Ninth Avenue—Printing.

Gordon, Mr. M. I., 39 East Twelfth Street—Young Men's and Boys' Clothing.

Gurney Elevator Company, Incorporated, Mr. E. K. Little, Vice-President, 300 Eighth Avenue—Manufacturers of Electric Elevators.

Hood, John, and Company, Incorporated, Mr. John Hood, President, 104 Franklin Street—Manufacturers Linens and Converters Cotton Goods.

Lawrence, L. W., Incorporated, Mr. Edgar W. Rogers, Vice-President, 40 Nassau Street—Printers and Stationers.

Lehigh Silk Hosiery Mills, Incorporated, Mr. Abe Worms, Vice-President, 294 Fifth Avenue—Manufacturers of Silk Hosiery.

McHugh, Mr. John, Vice-President, Mechanics and Metals National Bank, 20 Nassau Street—Banker.

Macmillan Company, The, Mr. A. H. Nelson, Vice-President, 64 Fifth Avenue—Publishers.

Maddock and Miller, Incorporated, Mr. John J. Miller, President, 54 Murray Street—Importers of China, Pottery and Glass.

Mitchell Brothers, Incorporated, Mr. Samuel Mitchell, Treasurer, 594 Broadway—Manufacturers of Ladies' Muslin Underwear.

Newell-Emmett Company, Incorporated, Mr. C. D. Newell, President, 120 West Thirty-second Street—Advertising Agency.

Nims, Mr. Harry D, 32 Nassau Street—Lawyer.

Prager Company, The, Mr. James G. Prager, Bush Building No. 6, Brooklyn—Manufacturers of Wall Paper.

Public Service Freight Bureau, Mr. F. E. Bortel, 874 Broadway—Auditors. Raymond and Company, Mr. Sidney S. Raymond, 338 Pearl Street—Silver-smiths.

Shapiro and Rubin, Mr. Samuel Shapiro, 72 Fifth Avenue—Manufacturers of Boys' Clothing, Pants and Raincoats.

Shepard, Mr. Finley J., Vice-President, Missouri Pacific Railroad Company, 120 Broadway—Railroad Executive.

Walker-Gordon Laboratory Company, Mr. Edgar C. Hodsdon, Vice-President, 501 Madison Avenue—Milk.

Wolfson Brothers Umbrella Company, Mr. H. L. Wolfson, Treasurer, 935 Broadway—Umbrellas, Parasols and Canes.

MARCH CONVENTIONS

The Convention Bureau of The Merchants' Association announces the following additions to the list of March conventions:

Mutual Life Insurance Company of New York, Managers' Convention—March 22-23.

League for Industrial Rights—March 18.

Independent Fertilizer Manufacturers' Association—March 18.

National Association of Men's Straw Hat Manufacturers of America, listed March 16, postponed to March 30.

CITY CONFERENCE TO MEET IN MAY

**Twelfth Annual Charity Meeting
Will Be Held in Four Sections
and in Three Boroughs**

TO PROMOTE UNITED ACTION

**Prepared by the Bureau of Advice and
Information of the Charity
Organization Society**

The Twelfth Annual New York City Conference of Charities and Correction will be held this year on May 18 and 19, with sessions at the United Charities Building, Manhattan; Brooklyn Chamber of Commerce, and Sea View Hospital, Staten Island.

Divided Into Sections

The conference is divided this year into four sections, with a session devoted to each one. A committee of specialists is in each case in charge of the program. The sections and their chairman are as follows:

Delinquency: The Hon. Alexander Brough, City Magistrate, Judge of Probation Court.

Families: Mr. Samuel Rabinovitch, Manager of the United Jewish Aid Society, Brooklyn.

Health: Dr. Henry G. MacAdam, Bureau Institutional Inspection, Department of Health.

Children: The Rev. Bryan J. McEntegart, Director of the Division of Children, Catholic Charities Archdiocese of New York.

Officers of the Conference

Officers of the Conference include: President, Mr. George J. Gillespie; Secretary, Mr. Julius Brown; Treasurer, Mr. Charles Loring Brace.

This conference was organized in March, 1910, and has since been held every year. Its value is generally recognized by social agencies and by those who realize the importance of intelligent and united action in each field of service. It affords a valuable opportunity for discussion of standards of work, principles of administration, local needs, etc., and is a useful means of informing and educating the public.

AUTO DANGERS IN CITIES

In sixty-six of the large cities of the United States there were 3,808 deaths from automobile accidents in 1919.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MARCH 21, 1921

No. 12

Daylight Saving Repeal Bill Is Now a Statute

Governor Miller Signs Without Comment the Nullifying Measure that Was Forced Through the Legislature Under the Whip and Spur of the Majority Leaders—New York City Adopts a Five Months' Daylight Ordinance and Other Cities Follow Its Example

Without filing any memorandum, or making any comment, Governor Nathan L. Miller late on Friday, March 11, signed the Daylight Saving Repeal bill, thus making it a law.

Proposed City Ordinance

The Merchants' Association, anticipating the Governor's action despite the strong arguments in favor of Daylight Saving, has been giving attention to the action of New York City under the new law, which permits cities to retain Daylight Saving by taking affirmative action.

In accordance with this provision, the following ordinance was introduced in the Board of Aldermen on March 1:

"That the standard time throughout the City of New York is that of the 75th meridian of longitude west from Greenwich, except that at 2 o'clock ante-meridian of the last Sunday in April of each year such standard time throughout the City of New York shall be advanced one hour, and at 2 o'clock ante-meridian of the last Sunday in September of each year such standard time shall by the retarding of one hour, be returned to the mean astronomical time of the 75th meridian of longitude west from Greenwich, and all courts, public offices and legal and official proceedings shall be regulated hereby.

"All ordinances heretofore passed inconsistent with this ordinance are hereby repealed."

A Help in China

AMERICAN CONSULAR SERVICE

Hongkong, January 6, 1921.

The Merchants' Association of New York, Woolworth Building, New York, N. Y.

Gentlemen: I wish to acknowledge your letter of November 15, 1920, and the receipt of the latest Year Book of The Merchants' Association of New York, which has been placed in the Consulate Reading Room, where it is available to all who may interest themselves.

I wish to thank you for this volume, and to assure you that I feel that an organization such as yours can be of great help to the American export trade.

If I can be of any service, please command me.

I am, gentlemen,

Very respectfully yours,

For the Consul General:

W. E. SCHENCK,
Vice-Consul.

This ordinance was passed by the Board last week.

Organizing for Zone Fight

The Association is also at work upon the completion of the Eastern Zone Daylight Saving Association which will ask Congress to pass a Federal Daylight Saving Law covering the Eastern Time Zone. Commercial organizations

throughout the zone are applying for membership in the organization and satisfactory progress is being made.

The Repeal Law

The measure signed by the Governor is in the form of an amendment to the Daylight Saving Law of 1918 and reads as follows, repealed matter being enclosed in brackets and new matter appearing in italics:

Section 1. Section fifty-two of chapter twenty-seven of the laws of nineteen hundred and nine, entitled "An act relating to construction, constituting chapter twenty-two of the consolidated laws," as amended by chapter one hundred and twelve of the laws of nineteen hundred and eighteen, is hereby amended to read as follows:

§ 52. Time, Standard. The standard time throughout this State is that of the seventy-fifth meridian of longitude west from Greenwich, [except that at two o'clock ante meridian of the last Sunday in March of each year such standard time throughout this State shall be advanced one hour, and at two o'clock ante meridian of the last Sunday in October of each year such standard time throughout this State shall, by the retarding of one hour, be returned to the mean astronomical time of the seventy-fifth meridian of longitude west

CITIES ARE ADOPTING DAYLIGHT SAVING ORDINANCES

from Greenwich,] and all courts and public officers, and legal and official proceedings, shall be regulated thereby.

§ 2. Chapter twenty-nine of the laws of nineteen hundred and nine, entitled "An act relating to municipal corporations, constituting chapter twenty-four of the consolidated laws," is hereby amended by inserting at the end of article five a new section, to be section ninety-one, to read as follows:

§ 91. *Power of certain municipalities in relation to fixing standard time in the municipality. The governing board of a city or village, by ordinance, may provide that at two o'clock ante meridian of a day to be fixed by the ordinance not earlier than the last Sunday in March of each year or any year the standard time within the corporate limits of the city or village shall be advanced one hour from that of the seventy-fifth meridian of longitude west from Greenwich, and that at two o'clock ante meridian of a day to be fixed by the ordinance not later than the last Sunday of October of the same year such standard time, as so advanced, shall be retarded to the mean astronomical time of such seventy-fifth meridian west from Greenwich; and all courts and public officers of the city or village, and legal and official proceedings within the city or village, shall be regulated by such ordinance, notwithstanding the provisions of section fifty-two of the general construction law, as amended.*

§ 3. This act shall take effect immediately.

Adoption of City Ordinances Urged

The Association has sent a circular letter to commercial and trade organizations throughout the State of New York and outside of New York City calling their attention to the terms of the Daylight Saving Repeal Law and suggesting the adoption of the Daylight Saving ordinance under the law. This letter reads as follows:

"You are no doubt familiar with the fact that the Daylight Saving Repeal bill has been passed by the New York State Legislature and signed by the Governor and is now a law of the State.

"The new law provides that municipalities desiring to avail themselves of the benefits of daylight saving may do so by the enactment of local ordinances.

"We urge that you give that feature of the present law immediate attention and take steps to have the necessary ordinance adopted in your community. You are familiar with the great benefits of daylight saving, particularly in urban districts, and we shall not therefore dwell on those details.

Edge-Ackerman Bill the Model

"We suggest that you use your influence to have your local ordinance conform as far as possible with the wording of the Edge-Ackerman Daylight Saving bill, introduced in the last Congress, and which will be reintroduced in the new Congress at the forthcoming extraordinary session. That bill provides:

"That within the first zone as established by the Act entitled 'An Act to save daylight and to provide standard time for the United States,' approved March 19, 1918, as amended by the Act of August 20, 1919, the standard time shall be advanced one hour at two o'clock ante meridian of the last Sunday in April of each year, and at two o'clock ante meridian of the last Sunday in September of each year the standard time of said zone shall be retarded to the extent of one hour, namely, to the mean astronomical time of the degree of longitude governing said zone, so that between the last Sunday in April at two o'clock ante meridian and the last Sunday in September at two o'clock ante meridian in each year the standard time in said zone shall be one hour in advance of the mean astronomical time of the degree of longitude governing said zone."

"It is desirable that all local legislation conform as far as possible with the provisions of the Edge-Ackerman bill to indicate approval of that measure, and in that way demonstrate to Congress the popularity of such legislation.

"We will appreciate information regarding action taken by your organization and your municipal authorities."

Cities Adopt Daylight Saving Ordinances

In response to this letter several cities have notified The Merchants' Association that they have adopted or are preparing to adopt Daylight Saving Ordinances conformable to the Edge-Ackerman bill.

The City Council of New Rochelle has adopted a daylight saving ordinance under the new State law providing for setting the clock forward for one hour from the last Sunday in April to the last Sunday in September. Notice of this action was sent to The Merchants' Association by Mr. Ralph Morrow, Executive Secretary of the Chamber of Commerce of New Rochelle.

Mr. John M. Gill, Secretary of the Chamber of Commerce of Oswego, writes that the Common Council of that City adopted a suitable daylight saving ordinance last year, which is still in force.

Mr. Orin C. Baker, Secretary of the Chamber of Commerce of Newburgh, writes that the Chamber has acted favorably upon the suggestion made by The Merchants' Association and that an ordinance is being drawn accordingly.

Mr. Alfred Jenkins, Secretary of the Chamber of Commerce of Poughkeepsie, writes that the Board of Directors of that Chamber are on record in favoring daylight saving and have asked the Common Council to enact the necessary ordinance. He adds that a copy of The Merchants' Association's letter has been sent to the Common Council.

Mr. Floyd R. Seekins, Executive Secretary of the Chamber of Commerce of Nyack, writes that the question will be taken up by the Board of Directors of that Chamber at its next meeting.

RELATIONS WITH ITALY

Italian Chamber of Commerce Here Will Give a Banquet and Ball April 2

The Italian Chamber of Commerce in New York will give a banquet and ball on April 2 in honor of His Excellency Vittorio Rolandi-Ricci, the Italian Ambassador to the United States.

Members of The Merchants' Association who are interested in the trade relations between the United States and Italy are invited to participate in the event. It is expected that important announcements affecting the relations between the two countries will be made by the Italian Ambassador. Applications should be made to Dr. A. C. Bonaschi, Secretary, 99 Hudson Street.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

WHY BUSINESS MEN SUPPORT FOREIGN TRADE PROJECT

Secretary Hoover, Senator Edge and Others Explain Why the Foreign Trade Financing Corporation Is Needed to Start the Wheels of Industry and Commerce

The business and financial leaders of the country are strongly in favor of the Foreign Trade Financing Corporation, which was recently organized for the purpose of aiding foreign trade.

Secretary Hoover's Opinion

Discussing the purposes of the corporation, Secretary Herbert Hoover, of the Department of Commerce says:

"It is vital to every workman in the United States that Europe shall recover her exchange production, shall right her monetary exchange, shall recover her standard of living, or we shall be dragged down to meet her standards. To me there is only one remedy, and that is a permanent investment of our surplus of productive balances abroad.

"We have reached the position in this particular that had been reached by many European states thirty to forty years ago; that is, short time credits will only stave off the evil day. It must be long-time investments in that character of enterprise that will build up the standards of the world, that will constantly recreate their power to absorb our commodities.

"There is before the country today a proposal for establishing the real foundation of credit machinery to build up the proceeds of business that we require."

What Senator Edge Thinks

Senator Walter E. Edge, of New Jersey, author of the Edge law under which the Foreign Trade Financing Corporation is being formed, said:

"Our foreign trade must be financed. There is no question as to whether there shall be foreign trade. But government money must not be used.

"Government money—there is no such thing. It all comes out of the pockets of the people who earn it, whether the government collects it in taxes or sells securities to get it.

"That is why I believe the financing of foreign trade should be a private business venture as it will be with the Foreign Trade Financing Corporation. The investor in the corporation's securities will put his money to work for his own profit; not lend it to the government."

American Bankers' Association Head

Mr. John S. Drum, President of the

American Bankers' Association, believes that the Foreign Trade Financing Corporation will solve the question of distributing products so that the production of one part of the world shall be made available for consumption in another part of the world.

"With crops unexampled in fruitfulness," he says, "a situation has arisen which prevents moving these crops as they should and prevents manufactured products from moving as they should, when the world is crying for that food and those manufactured products. Conditions which cause such a situation must be corrected."

Mr. Redfield's View

Secretary Hoover's predecessor, the Hon. William C. Redfield, who is now President of the American Manufacturers' Export Association, believes that the ideas of policies must be readjusted in order to secure the position of this country with relation to world trade.

"The Foreign Trade Financing Corporation will need the combined brains of many sorts of men," says Mr. Redfield. "The country, through the Corporation, will translate itself abroad, dealing with foreigners according to their own methods and selling to them what they wish to buy rather than what we wish to sell. It is not desirable that American ideas be imposed upon the world, but rather that we shall accept in a large way the thoughts of other men who would be served for their own good as well as for that of the United States."

Will Help Trade, Says Mr. Barnes

Mr. Julius H. Barnes who was head of the United States Grain Corporation during the war, believes that the formation of the Foreign Trade Financing Corporation will aid this country to escape from the stagnation of business.

"The Foreign Trade Financing Corporation has appealed with particular interest to the American business man," says Mr. Barnes. "We have a right to expect, if foreign trade is to be maintained, on a sound, permanent basis, that government agencies retire from trade and allow experienced merchant judgment to establish the price level and the methods.

"There is also another great advantage that such an agency can enjoy. Its

capital stock subscribed without any pledge, actual or implied, in behalf of any one business group or section of the country, its policy may be directed by experience and ability solely for the greatest national good, uninfluenced by political, investment or sectional pressure."

GOOD WORK PRAISED

This Association Commends the Prompt Removal of Snow After the Recent Storm

Snow removal, in view of its importance to the business interests of the City, has received the attention of The Merchants' Association for many years. After considering the effective methods used in removing the recent snowfall, the Board of Directors of The Merchants' Association adopted the following resolution:

"Resolved, That the Board of Estimate and Apportionment of the City of New York be, and hereby is, commended by The Merchants' Association of New York for the foresight in providing the appropriations for the acquisition by the City of tractors and other snow cleaning devices which have proven so satisfactory in the recent heavy snowfall."

UNAUTHORIZED

Postmaster Patten Comments on Canvass for Club for Employees

Postmaster Patten notifies the public that the persons who are soliciting contributions for a memorial building with club, meeting or recreation rooms for post office employees in the name of the New York Post Office clerks and carriers are doing so without permission of the postal authorities.

AUTOMOBILE DEATHS

Automobiles killed 1,474 more persons in 1919 than the railroads.

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WILL RENEW FIGHT FOR NEW YORK PASSPORT OFFICE

This Association Will Ask Incoming Congress to Provide for Office Here—Account Is Given of Measures to Help Commerce Which This Association Approved

Prepared by the Foreign Trade Bureau of The Merchants' Association

The month of February was an especially busy one for The Merchants' Association's Foreign Trade Bureau, in connection with legislation pending in Washington in which the members of The Association were vitally interested. Among these matters were the following:

Passport Office at New York

In spite of vigorous and continued efforts the appropriation for the expenses of the Passport Office at New York was stricken from the Legislative, Executive and Judicial bill. This means that, if the legislation is permitted to stand, the Passport Office at New York will be discontinued on July 1 next.

The enormous volume of work carried on by the New York office, including the issuing of emergency passports and the revision, amendment and extension of passports already issued, has proved a very great convenience to business interests in and about the City and, in fact, in the entire eastern section of the United States. Forty thousand applications were filed with this office during the last year. No substitute procedure, such as a proviso for the filing of passport applications at the office of one of the Federal or State Courts, would be acceptable.

The Merchants' Association expects to renew its efforts to bring about the retention of the New York Office knowing that this plan has the approval of the Department of State and the business interests of the country.

Appropriations for Diplomatic and Consular Service and for the Bureau of Foreign and Domestic Commerce.

Letters and telegrams were sent to Representatives in Congress informing them of the position which The Association had taken in favor of an adequate appropriation for maintaining the Diplomatic and Consular Service and the Bureau of Foreign and Domestic Commerce. Although in neither instance did Congress allow all of the amount requested for these purposes, material advances were made over the sums which Congress first intended to

allow. It is hoped that thereby the members of The Association whose foreign business is often handicapped or injured because of inadequate government support through lack of personnel and funds will be materially assisted.

Appropriation for the United States Patent Office

It is to be regretted that the bill introduced to provide for an increased personnel with appropriate advances in salary for employees in the Patent Office failed of enactment. This failure is reported to be due to the fact that the Senate Committee on Patents added an amendment to the bill giving the Federal Trade Commission certain powers in connection with the patent applications of Government employees. The Association is on record as favoring the bill without this amendment and hopes that it will be possible during the next session of Congress to obtain the legislation necessary to put the Patent Office in a more advantageous position.

Extension of Time for Filing Applications for Patents

The Association is glad to report that the bill providing for the extension of time for filing applications for patents was enacted and signed by the President during the closing days of the last Congress. It is hoped that this law will be helpful to the hundreds of American firms whose patent applications are pending abroad, the completion of which was made impossible due to war conditions, it being the expectation of our Government that reciprocal provisions will be arranged in the leading foreign countries.

Incorporation of American Firms Doing Business in China

During the latter part of last year The Association took action favoring legislation in Congress providing for the incorporation of American firms doing business in China and granting them certain privileges. Mr. Dyer of California introduced the bill. During February, while the matter was being actively considered, letters were sent to Representatives in Congress, telling them of the position which The Merchants' Association had taken with re-

spect to this legislation and urging that they favor its amendment. The bill, however, did not pass.

Utrecht Fair

International Industries Display Will Be Held in September

The Netherlands International Industries Fair at Utrecht, Holland, is being arranged by authorities in Holland for September 6-16, 1921.

The first of these fairs was held at Utrecht in March, 1917. Since that event the popularity and usefulness of the fair have steadily increased.

Sample rooms, table space and ground space can be arranged and full information obtained through the Netherlands Chamber of Commerce, 44 Beaver Street, in this City.

FOR FOREIGN TRADE

Delegates from This Association to Cleveland Meeting Are Selected

The Merchants' Association will be represented at the meeting of the National Foreign Trade Council in Cleveland during the first week of May by the following delegates:

Mr. Lucius R. Eastman, President of Hills Brothers Company.

Mr. E. A. deLima, President of the Battery Park National Bank.

Major George H. Richards, Vice-President and Director of Foreign Sales of The Dalton Adding Machine Company.

Mr. C. A. Richards, Vice-President, G. Amsinck and Company, Incorporated.

Mr. William H. Knox, President of William H. Knox and Company, Incorporated.

Mr. S. C. Mead, Secretary of The Merchants' Association of New York.

Mr. W. H. Mahoney, Manager of the Foreign Trade Bureau of The Merchants' Association.

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TRAFFIC BUREAU AIDS SHIPPERS WITH GOOD ADVICE

It Suggests Precautions to Prevent the Loss of Express Shipments—Some of the Chief Causes That Prevent Delivery of Merchandise—Cooperation Needed.

Prepared by the Traffic Bureau of The Merchants' Association

In "Greater New York" on January 17 reference was made to the "Right Way Plan" inaugurated by the American Railway Express Company in an effort to raise the standard of express service throughout the country. Experience gained through this campaign has disclosed the need for improved methods to eliminate, or at least reduce, the volume of shipments finding their way to the carrier's "On-Hand" department where they are held pending determination of the owner and disposition instructions from him.

Causes of Non-Delivery

The express company, therefore, has started another campaign to prevent shipments from going "on-hand." The carrier contends that failures to deliver shipments to the proper parties are in a large part attributable to the following causes:

1. The address on the shipment being inaccurate or the consignee not being at the address given.
2. The marking of packages so illegibly that place of delivery cannot be determined.
3. The consignee refuses to accept the shipment and the shipper at the same time refuses to permit its return.

The following observations by the Traffic Bureau are designed to help members of The Merchants' Association in their efforts to escape the annoyance and expense of having their goods sent to the "on-hand" department.

1. *Incorrect Address*—Most errors of this kind are chargeable to failure on the part of the shipping clerk to observe correctly the shipping instructions. Many errors are also due to abbreviations either in the consignee's name or in the state within which the destination point is located.

Shippers should therefore abandon the practice of writing California as "Cal." and Colorado as "Col." together with similar abbreviations, and should write out the names of the street, city and state in full. Each shipper also should show his full name and address clearly on each piece of a shipment.

2. *Illegible Marking*—Each package,

bundle or loose piece in a shipment should be plainly legible and durably marked. Stencils and other marking equipment should be selected by shipper with this end in view, and care should be taken to remove any confusing marks when second-hand containers are used as such marks quite frequently cause shipments to go astray.

3. *Refused Shipments*—Cancellation of orders, refusal to accept goods shipped on orders calling for future delivery and refusal of shipments because of delay or damage in transit together with the shipper's refusal to permit them to be returned, have materially increased the volume of shipments finding their way to the carrier's "on-hand" department.

Under the law the owner of goods entrusted to a carrier for transportation may not lawfully abandon his property unless its value has been totally destroyed through the carrier's negligence. The proper procedure in the event of refusal by the consignee is for the shipper to authorize the carrier to return the goods to him and then dispose of them to the best advantage filing a claim versus the carrier for the difference in their value in the event the loss, damage or injury is due to the carrier's negligence or exhausting his remedies against the consignee in the event the shipment has been unlawfully refused.

The annoyance, expense and possible loss of trade due to the carrier's failure to deliver goods entrusted to them for transportation is experienced so frequently by New York shippers and consignees as to render obvious the necessity for the carrier's efforts and the need for cooperation in the carrier's campaign.

Traffic Work

Equality in Rates to Texas Points Is Defended

The Manager of the Traffic Bureau of The Merchants' Association appeared before the Interstate Commerce Commission on February 23 to support the principles of equality of rates for freight from New York to Texas points as compared with the rates from Philadelphia to Texas points.

Mr. Lincoln took advantage of the occasion to emphasize the need for further reductions in rates in order that rates from New York and Eastern Territory might be brought into line with the all rail adjustment from St. Louis, Chicago, etc., to Texas points, which prevailed before the war.

The Traffic Bureau of The Merchants' Association during February handled 103 different requests from individual members of The Association for service. These included claims of various kinds, questions of liability, service, rates and charges, export and import matters and express.

FOR HARBOR CONTROL

This Association Urged Passage of Port Authority Bill by the Legislature

The Merchants' Association was represented by Mr. J. C. Lincoln, Manager of its Traffic Bureau, last Tuesday at Albany at the hearing given by the Senate Finance and Assembly Ways and Means Committees on a bill creating a Port Authority to have jurisdiction over the improvement and operation of New York Harbor.

This bill was drawn by the New York-New Jersey Port and Harbor Development Commission, of which Mr. William R. Willcox is Chairman.

Mr. Lincoln devoted himself to explaining the necessity for unified control of the Harbor from a traffic point of view. He pointed out that divided control and constantly changing policy impair the efficiency of the Harbor and prevent its suitable development. He spoke as the representative of the shippers of New York, whereas the other arguments were aimed mainly at legal points.

The bill was passed in the Assembly Wednesday by a vote of 115 to 28.

NEW YORK STATE'S TAX BILL

A report made by State Senator F. M. Davenport of Oneida, Chairman of the Special Legislative Joint Committee on Taxation and Retrenchment, shows that more than \$560,000,000 will be raised by taxation this year for the State and local governments of New York.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE STATE DAYLIGHT SAVING LAW REPEALED

After he had listened to unanswerable reasons why the State of New York should retain its Daylight Saving Law, Governor Miller signed the Daylight Saving Repeal bill. He made no explanation nor did he file any memorandum with the nullifying statute, but it is fair to assume that he felt bound by the pledges which he had given to the farmers during his campaign for Governor. He then told them that if they voted for him he would see that the Daylight Saving Law was repealed and he kept his word.

The Repeal bill goes even further than the promise made in the Republican State platform. This promise provided for the retention of the Daylight Saving Law, giving communities the option whether they should adhere to standard time. The new statute repeals the Daylight Saving Law and gives cities the option whether they shall adopt Daylight Saving.

The Merchants' Association and the other commercial organizations in New York City left nothing undone to save the State law. As a matter of fact, although Mr. Miller was discussing the subject with the farmers in small towns in the interior of the State during the Presidential campaign, the attention of nine-tenths of the voters was centered upon National and international issues and the Daylight Saving issue failed to attract notice. This Association believed that it would have been fair to everyone concerned to submit the question of repeal to the voters of the State at the polls; but Governor Miller evidently felt that he was committed and there is no appeal from his decision.

No important reform was ever won in a day. The Merchants' Association is convinced that a very great majority of the people of the State are in favor of Daylight Saving. It has no doubt that if a test can be obtained at the polls the result will be the establishment of Daylight Saving upon a permanent basis. Nothing could be further removed from partisan politics than the question of whether the clock should be set forward

during the summer months. It is the intention of this Association to continue its campaign of agitation and education until Daylight Saving has been established, and it counts upon the support of all of the citizens of New York City for the attainment of its object.

Meanwhile this City and many others in the State are adopting ordinances which will give them local benefit of Daylight Saving.

THRIFT AND SPENDING

The Director of the Savings Department of the United States Treasury told a Philadelphia audience the other day that America is the most spendthrift nation the world has ever seen. He estimated that \$22,000,000,000 is spent annually for luxuries in this country, including \$1,000,000,000 for cigarettes and \$750,000,000 for cosmetics.

This sounds like a serious indictment, but on the other hand the total deposits in the United States Postal Savings System on March 1 were approximately \$163,350,000, representing an increase of more than \$10,000,000 during February. The following offices made gains of over \$20,000 during the month: New York, \$824,279; Boston, \$302,383; Seattle, \$131,467; Brooklyn, \$71,929; Tacoma, Wash., \$58,396; Roslyn, Wash., \$49,212; Ironwood, Mich., \$21,436. One hundred and forty-nine postal savings depositories now have over \$100,000 on deposit.

This is not all for the resources of the savings banks of the State of New York on December 31, 1920, were more than \$2,730,000,000, or an increase of approximately \$273,000,000 over the previous year.

During the same period the number of open savings accounts increased by more than 159,000 and deposits increased \$265,256,712. Of this increase approximately 48 1-2 per cent was invested in bonds and mortgages.

These figures show that the virtue of saving is not being entirely ignored.

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LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Equal Rights and Pay for Women Employees

(Assem. Int. No. 124, by Mr. Halpern.)

To amend the Labor Law, by adding new Section 25, to read as follows:

§ 25. Women to be on equality with men with respect to employments and occupations. Hereafter in this State every avenue of employment shall be open to women; and every business, vocation, profession and calling followed and pursued by men may be followed and pursued by women, and no person shall be disqualified from engaging in or pursuing any business, vocation, profession, calling or employment on account of sex. Women doing equal work with men in any occupation, trade or industry in this state shall receive the same compensation therefor as men doing work of the same character. The provisions of this section shall supersede any provision of this chapter or other statute inconsistent herewith.

Fraudulent Conveyance Act

(Sen. Int. No. 829, by Mr. Swift.)

To amend the General Business Law in relation to fraudulent conveyances.

Adds new Article 23-a, defining assets, conveyance, creditor, debt, insolvency and fair consideration; conveyances by an insolvent, by persons in business made without fair consideration; by persons about to incur debts; conveyances made with intent to defraud, and conveyance of partnership property; and the rights of creditors whose claims have matured or have not matured.

In any case not provided for in the Act the rules of law and equity, including the law merchant, and in particular the rules relating to the law of principal and agent, and the effect of fraud, misrepresentation, duress or coercion, mistake, bankruptcy or other invalidating cause shall govern.

Transfers Bureau of Licensed Vehicles to Police Department

(Sen. Int. No. 802, by Mr. Meyer.)

(Assem. Int. No. 1156, by Mr. Sternberg.)

To amend the Greater New York Charter in relation to the licensing of public hacks and drivers thereof.

Amends Section 641 and adds new

Section 870, establishing in the Police Department a bureau for licensing public hacks and public hack drivers, and transferring to that Department the jurisdiction and control of all licensed vehicles and drivers now exercised by the Department of Licenses. The entire personnel of the existing division of licensed vehicles is to be transferred to the Police Department.

This measure was drawn by Chief Magistrate McAdoo and has the indorsement of the City Magistrates, who believe that the operations of criminal taxicab drivers can be more effectively checked if complete control over all licensed public vehicles is placed with the Police Department.

Affects Domestic Corporations

(Assem. Int. No. 1189, by Mr. Neary.)

To add new Section 16-a to the General Corporation Law, requiring every domestic corporation to file in the county clerk's office in the county where such corporation has its principal office, a statement designating an officer or officers of such corporation upon whom process against the corporation may be served.

Requires Stock Corporations to Report Existence

(Sen. Int. No. 857, by Mr. Walton.)

To amend the Stock Corporation Law in relation to the filing of reports of existence.

Adds new Section 71, requiring all stock corporations, except banking, insurance, transportation, and railroad corporations, to file with the Secretary of State before December 31, 1921, a report showing the corporation in existence. A list of corporations failing so to report is to be transmitted to the Governor before December 31, 1922, who by proclamation shall declare such corporations dissolved and their charters forfeited. There are other provisions governing the procedure of dissolution of such corporations. The names of corporations so dissolved are to be reserved for a period of six months following publication of the Governor's proclamation, and during such period no corporation shall be formed under a name the same as any name so reserved or so nearly resembling it as to

be calculated to deceive, nor shall any foreign corporation, within such period, be authorized to do business in this state under a name the same as any name so reserved or so nearly resembling it as to be calculated to deceive.

Permits Use of Portraits on Merchandise

(Sen. Int. No. 937, by Mr. Ferris.)

To amend the Civil Rights Law in relation to the dedication of the name or picture of any person for advertising or trade purposes.

Amends Section 51, in relation to actions for injunction and damages for unauthorized use of name or portrait of any person for advertising purposes, by providing that the act is not to be construed so as to prevent any person, firm or corporation from using the name, portrait or picture of any manufacturer or dealer in connection with the goods, wares and merchandise manufactured, produced or dealt in by him which he has sold or disposed of with his name, portrait or picture used in connection therewith; or from using the name, portrait or picture of any author, composer or artist in connection with his literary, musical or artistic productions which he has sold or disposed of for the purpose of publication.

Automatic Hammers

(Assem. Int. No. 923, by Mr. Martin.)

To amend the Labor Law in relation to automatic hammers.

Adds new Section 83-d, prohibiting the use of automatic hammers whose piston stroke exceeds 3 inches in length and 1 1/16 inches in diameter, in the operation of which it is necessary to resist the recoil and vibration of the stroke by pressure of hands, arms or body unless there is another competent hand to assist in the operation of such hammer. Such assistant must be an able-bodied man sufficiently experienced to take turns with another assistant in operating these hammers.

Services of Insurance Rate-Making Associations

(Assem. Int. No. 1256, by Mr. Zimmerman.)

To amend the Insurance Law, to require rate-making associations to furnish services without discrimination.

INTERESTING BILLS PENDING IN ALBANY

Adds new Section 141-a, to read as follows:

Services to be furnished by rate-making associations. No person, corporation, association or bureau subject to the provisions of section one hundred and forty-one shall discriminate in services or in charges for services to any insurance company or insurer licensed to transact business in this state, or refuse or fail, on application and payment of such charges, to furnish such services to any such company, or insurer, or impose any regulation, condition or restriction upon the payment by any such company or insurer of any amount declared as a dividend to its policyholders.

Hotel Licenses

(Sen. Int. No. 876, by Mr. Tolbert.)

To amend the General City Law in relation to the licensing of hotels.

Adds new Article 7, requiring hotels in New York City to be licensed by the Commissioner of Licenses. The annual license fee is \$25. Such licenses may not be assigned or transferred, and may be revoked if application therefor contains a material false statement, if licensee has permitted the premises to be disorderly or has allowed gambling therein, or if there has been a conviction within the license period of the licensee, his agents or employees under certain sections of the Penal Law.

A hotel is defined as "any house, building or part thereof, having ten or more rooms, used for sleeping purposes, regularly maintained, advertised or held out to the public to be a place in which transient guests are harbored, received or lodged for hire."

Powers of Stock Corporations

(Assem. Int. No. 1318, by Martin.)

To amend the Stock Corporation Law in relation to the separation of the powers of a stock corporation.

Adds new Section 16-a, providing for the separation, with consent of holders of two-thirds of the stock of a corporation, of the powers of a domestic corporation engaging in more than one kind of business. A certificate must be filed stating that it is for the best interests of the company that its powers be exercised by two or more corporations.

Publication of Names of New Corporations

(Sen. Int. No. 822, by Mr. Walton.)

To amend the General Corporation Law in relation to the publication of new incorporations.

Adds new Section 5-a, requiring the Secretary of State to cause to be published from day to day in the newspaper designated for the publication of notices under Section 82 of the Ex-

ecutive Law, the names of corporations appearing in the certificate of incorporation filed in his office, together with the names of the incorporators, directors, place of business, and a brief statement of the purposes or objects of such corporation. An additional fee of \$1.00 is to be collected for each certificate filed.

Miscellaneous

Part Time Schools.—To amend Section 601 of the Education Law, by providing that sessions of part time or continuation schools shall be held between 8 a. m. and 5 p. m. and also between 7 and 10 p. m. for those who prefer to attend night school. (Assem. Int. No. 1292, by Mr. Carroll.)

Military Police Inspector.—To add new Section 276-d to the New York Charter, creating in the Police Department the position of military police inspector at a salary of \$4,900 per annum. (Assem. Int. No. 1228, by Mr. Jesse.)

Extends Tax Dates.—To amend Section 914 of the New York Charter, by providing for the payment of real estate taxes on July 1 and January 1 instead of May 1 and November 1, as at present. (Assem. Int. No. 1245, by Mr. Halpern.)

Motor Bus Lines.—To amend Section 2 of the Public Service Commissions Law, by including motor bus lines in the definition of "common carrier." (Assem. Int. No. 1243, by Mr. Greenwald.)

Amends Flag Law.—To amend Section 1425 of the Penal Law, by prohibiting the use of National and State flags as receptacles for the collection of money. (Assem. Int. No. 1265, by Mr. Carroll.)

Movie Censorship.—To create a State motion picture regulation commission of three members, with power to approve or disapprove any film or reels. A license fee of \$10 for each 1000 feet of original film and \$5 for each copy thereof, is provided, and the exhibition of unlicensed reels or films is prohibited (Sec. Int. No. 834, by Mr. Lusk.)

Standard Gasoline.—To add new Sections 312 to 315 to the General Business Law, providing a standard of gasoline for power purposes and regulating the sale thereof. Manufacturers, wholesalers and jobbers of gasoline are required, under penalty, to guarantee that gasoline sold by them is standardized within the meaning of the act. (Sen. Int. No. 969, by Mr. Knight.)

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

BLOCK CAPTAINS CALLED TOGETHER

First of a Series of Meetings Held in Assembly Room at Headquarters

OTHER MEETINGS TO FOLLOW

"Get Acquainted Meetings" of all school Block Captains cooperating with the Anti-Litter Bureau of The Merchants' Association in an effort to bring about cleaner, better and more healthful conditions in the City, will be held from time to time in the Assembly Room of The Association.

To Exchange Ideas

The object of these meetings is to give all Block Captains, now approximately 3,000 in number, an opportunity to meet each other and exchange ideas and suggestions as to the work and duties of a Block Captain. The Captains of the First Police Inspection District met at 10:30 o'clock last Saturday morning. Invitations were sent to 300 of them and a large proportion attended.

Illustrative Pictures Shown

The Manager of the Anti-Litter Bureau showed a number of lantern slides relative to the work, such as pictures of back yards, vacant lots, etc. which are badly in need of cleaning and a detriment to the community. He offered suggestions, coaching the Captains as to the proper manner for approaching violators, and discussed with them points on which they seemed hazy. There were also music and refreshments.

COMMITTEE NAME CHANGED

The title of The Merchants' Association's Committee on Telegraph and Cable Codes has been changed to the Committee on Telegraph and Cable Communications. The Committee is one of the active Committees of The Association, in view of the situation regarding the Pacific cables, the International Conference on Communications, and the various other questions which recently have arisen.

WHITE AND COLORED

The white population of New York City has increased 16.9 per cent during the last decade, and the colored population 66.9 per cent.

REFORMS ARE SUGGESTED FOR TARIFF ADMINISTRATION

This Association, Through Its Committee on Customs Service and Revenue Law, Offers Proposals for the Improvement of the Present Application of the Schedules

The Merchants' Association has continued its endeavors to bring about improvements in the administrative sections of tariff legislation.

Importance of Administrative Law

The laws and departmental regulations under which merchandise is imported into the United States are, in many instances, far more important to American business than the amount of duty assessed on any given article. Certain of the requirements in the past have been unjust and in some instances wholly at variance with requirements in other portions of the law, bringing about a condition of confusion and uncertainty.

Brief Advocates Changes

On February 15, Mr. B. A. Levett, Chairman of The Association's Committee on Customs Service and Revenue Law, and Mr. S. C. Mead, Secretary of The Association, attended a hearing before the Ways and Means Committee of the House, at which time a printed brief was filed with the Committee advocating various important changes.

The sections of the law covered at that time are as follows:

Modifications in Administrative Sections of Present Law

"On the assumption that the present system will be continued in force for the present at least, we will proceed to a discussion of the Administrative Act as it now stands.

"Before doing so, The Merchants' Association desires to point out that in its opinion the administrative features are of far greater importance than the question of rates of duty.

"As the law now stands it is a patchwork, in many respects inconsistent and illogical. This undoubtedly results from the fact that it has generally been taken up hurriedly after the schedules of a tariff act had been completed and the time that its importance warrants has not been given to its consideration.

"For this reason we strongly urge that with the exception of Paragraphs F and I, which require immediate attention, the administrative features of the law should be taken up as a separate study when due time and consideration can be given to them. We believe that

they should be completely revised and codified in a separate act which will cover not only those provisions which appear in Section III, but also all provisions of law relating in any way to the importation of merchandise.

Criticism of Paragraph F

"In this discussion we do not at this time purpose to go into the system as a whole but merely to take up those features considered as most objectionable in the Customs Administrative Act of June 10, 1890, as amended. They are all included in Section III of the Underwood Tariff Act and our criticism is first directed to Paragraph F.

"This paragraph relates to the form of declaration to be filed with the Collector at the time of entry and which, under the paragraph, is to be signed by 'the owner, importer, consignee or agent before the Collector or before a Notary Public or other officer duly authorized by law to administer oaths and take acknowledgments.' This paragraph has been construed in connection with R. S. 2787 and held by the Treasury Department not to repeal that section, under which when the entry is made by an agent he must give a bond for the production of an owner's declaration.

"In this connection we quote a letter addressed to the Collector of Customs at New York from the Treasury Department at Washington who had been requested to amend Article 229 of the Customs Regulations so that this bond and declaration could be dispensed with.

"February 7, 1920.

The Collector of Customs,
New York, N. Y.
Sir:

"The Department refers to your report of December 20th last with reference to a communication from Maurice Burkhard, attorney for R. F. Downing & Company, requesting the amendment of Article 229 of the Customs Regulations of 1915 in such manner as not to require a bond for the production of the owner's oath or declaration when entry is made by an agent or broker.

"You report that it is the practice of your office to require a bond in accordance with the provisions of the regulations, that this procedure is a great burden upon your office as well as the importers, that the exaction of a bond for owner's declaration requires in the aggregate the services of at least two or three clerks, that the production of a declaration in very many cases can not be enforced, and that the actual value of the declaration is so small as to be practically negligible.

"You also suggest that the purpose of Section 2787 of the Revised Statutes upon which the Customs Regulations are based was intended to connect the owner with the importation so that in case of fraud or irregularity prosecution could be readily made but that the incorporation in Section III of the tariff act of October 3, 1913, of paragraphs G and H appears to be sufficient to enable the Government

to proceed against the owner without a specific declaration if the facts warrant prosecution.

"The Department agrees with you as to the practical uselessness of this declaration and would be very glad to discontinue the taking of bonds for its production if it could properly do so in view of the existing provisions of law. Article 229 of the Customs Regulations is based upon Section 2787 of the Revised Statutes as amended by the act of March 2, 1905, published in T. D. 36129. With respect to your suggestion that paragraphs G and H may by implication repeal the requirements of Section 2787, attention is invited to the fact that Sections 6 and 9 of the act of June 10, 1890, were practically the same as paragraphs G and H, and that while these provisions were still in force Congress enacted the law of March 2, 1905, changing the provisions of Section 2787 of the Revised Statutes, (1) exempting from its provision the declaration by the owner for shipments valued at not more than \$100, (2) providing for the cancellation of the bond on proof of the inability of the agent or broker to procure it, and (3) providing that an agent, forwarder, or broker may give a general bond to cover all importations entered by him.

"In view of the foregoing, the Department does not consider the amendment of the regulations as suggested within the scope of its authority.

"Respectfully,
(Signed) 'GEO. W. ASHWORTH,
Chief, Division of Customs.'

"We strongly advise that R. S. 2787 be repealed inasmuch as it is shown to be unnecessary and a useless burden upon the Government and importers.

Objections to Paragraph I

"The main subject in this paragraph is the assessment of additional or penalty duties for undervaluation. Certain changes suggested by The Merchants' Association in the preceding law were adopted, but the provision as enacted still contains many harsh and objectionable features and, as constituted by the Customs Court of Appeals, is sadly in need of revision. It penalizes an honest importer who may unintentionally and in good faith enter his goods below the market value through ignorance, and many instances are on record where an importer has exhausted every possible source of information, including the Appraiser's Department, in order to ascertain the correct value at which to enter his goods, only to find that he is still below the market value and is subjected to enormous penalties with no possible chance of escaping them. The paragraph expressly states that they shall not be remitted for any cause except a manifest clerical error, and the Customs Court has placed a construction upon the word 'manifest' which practically limits it to an error in extension. The Merchants' Association believes that there should be a provision assessing penal duties for undervaluation, but there should also be a provision

WOULD AMEND PLAN FOR COLLECTION OF TARIFF DUTIES

which will permit of the remission of these penalties when the innocence of the importer is established.

"The Merchants' Association in co-operation with a representative of the Treasury Department and of the Committee on Customs Procedure and Legislation of the Customs Bar Association took up the question of this paragraph several years ago and united upon a suggested paragraph which afterwards received the approval of the United States Tariff Commission. We quote this paragraph and urgently suggest its adoption in place of the present paragraph I.

"SEC. 90. The entrant of any imported merchandise may, at the time of making entry or at any time before the said merchandise has been examined by the appraiser, make in the entry such addition to or deduction from the cost or value given in the invoice or pro forma invoice or statement in the form of an invoice, produced with his entry, as in his opinion may raise or lower the same to the market value of such merchandise. If the final appraised value of any article of imported merchandise which is subject to an ad valorem rate of duty or to a duty based upon or regulated in any manner by the value thereof, shall exceed the entered value, there shall be levied, collected and paid, in addition to the duties imposed by law on such merchandise, an additional duty of one per centum of the total final appraised value thereof for each one per centum that such final appraisement exceeds the value declared in the entry: Provided, That such additional duty shall apply only to the particular article or articles in each invoice that are so advanced in value upon final appraisement and shall not be imposed upon any article upon which the amount of duty imposed by law on account of the final appraised value does not exceed the amount of duty that would be imposed if the final appraised value did not exceed the entered value, and shall be limited to seventy-five per centum of the final appraised value of such article or articles. Such additional duties shall not be remitted nor payment thereof in any way avoided, except upon the order of the Secretary of the Treasury finding that the entry of the merchandise at a less value than that returned upon final appraisement was without any intention to defraud the revenue of the United States or to conceal or misrepresent the facts of the case or to deceive the appraiser as to the actual market value of the merchandise. Upon the making of such finding, the Secretary of the Treasury shall remit or mitigate such additional duties as in his opinion the merits of the case and the ends of justice may warrant and he is hereby authorized to order liquidation or re-liquidation of such entry and to refund the additional duties accordingly. Such additional duties shall not be refunded in case of exportation of the merchandise nor shall they be subject to benefit of drawback, except by order of the Secretary of the Treasury as hereinbefore prescribed. All additional duties, penalties or forfeitures, applicable to merchandise entered by a duly certified invoice shall be alike applicable to merchandise entered by a pro forma invoice or statement in the form of an invoice. Duties shall not, however, be assessed upon an amount less than the entered value unless by direction of the Secretary of the Treasury in cases in which it is made to appear to his satisfaction that the value stated on entry was greater than the final appraised value without any intention on the part of the owner, consignee or agent of the imported merchandise to defraud the revenue or to conceal or misrepresent the facts of the case or to deceive the appraiser as to the actual market value of such merchandise."

Comment on Paragraph L

"This paragraph provides for the ascertainment of the foreign market value in certain cases by means of the cost of

production and further provides that the market value shall not be less than the American selling price with due allowance for the duties, cost of transportation, insurance and other necessary expenses from the place of shipment to the place of delivery. The provision is not without its value and is open to criticism only in that it fixes a hard and fast percentage of expenses, profit and commission.

"It is clear that the method has but one aim and that is to estimate the foreign market value and, if this is so, it is obvious that the result can be obtained only by taking the actual selling expenses and profit. By fixing the limit of profit and expenses at 8 per cent, the provision leads to an absurdity. To illustrate: It is manifest that no business can be run at a gross profit of 16 per cent. If now we take the American selling price and work backwards, deducting only 16 per cent obviously the dutiable value must be advanced over the importer's cost by the amount that his actual expenses and profits exceed 16 per cent. His duty, and hence his cost being advanced, he must advance his selling price and, again, 16 per cent being deducted, his dutiable value is again raised, and so ad infinitum.

"His actual expenses and profit should be allowed or, at least, the maximum should be sufficiently high to make the provision reasonable.

Suggestions for Paragraphs M and N

"These paragraphs provide for the payment of a fee in protest and reappraisement cases. These fees should be abolished. At the time they were proposed, The Merchants' Association voiced its opposition in the following language:

"Undoubtedly the greatest hardship in the proposed law is the levying of a tax upon the importer for the privilege of filing a protest against wrongful assessment of duties. It is well known that collectors, in questions of doubt, invariably assess the higher duty, leaving it to the importer to contest the classification before the Board of General Appraisers. The theory of the protest is to advise the collector that he has made a mistake, and he is presumed in such cases to correct his error and refund the illegal duties. When it is considered how many protests are decided in favor of the importers, it will be seen how frequently the collector is in error. Also, when it is considered

how slight a doubt may cause him to assess the higher duty, it is unjust that an importer should be taxed for the privilege of pointing out this error.

"It is true that the provision provides for the repayment of this fee in case the importer should prevail. But should an importer be compelled to take the chance of losing, in many cases hundreds or thousands of dollars, for the privilege of contesting a doubtful classification, even though he, rather than the collector, might be mistaken in the interpretation of the law?

"Frivolous" Protest

"It has been claimed that many frivolous protests have been filed, which entail needless work on the part of the Government, but experience proves that many protests deemed frivolous by the collectors of customs or the Board of General Appraisers have been sustained by the courts. For instance, in the so-called 'Bottle Charges' cases, the Board of General Appraisers refused to sustain protests because they were frivolous, and hundreds of suits were filed in the courts on appeal. All these alleged 'frivolous' protests were decided by the Court in favor of the protestants.

"Furthermore, the fee of one dollar, while apparently small, is in fact, because of the wording of the provision, very large. The paragraph would require the payment of one dollar for each protest, and that each protest must be limited to a single issue.

"Frequently an issue is not decided for two years or more, and in the meanwhile, through the continuing character of the importing business, this normally small fee would rapidly accumulate and become very great. We are aware of the fact that a great deal of work devolves upon the Board of General Appraisers in the handling of protests, but there seems to us no reason why these protests could not be held at the Custom House while the issue is pending before the Board of General Appraisers or in the courts. If then the issue should be decided against the importers, the protests could be abandoned at the Custom House, or, if the issue is decided in favor of the importer, the protests at the Custom House could be sustained by the collector without sending them to the Board of General Appraisers. The assessment of a fee for the filing of these protests we submit is wrong in principle and should be stricken from the bill.

"The same objections would apply to

SEEK MODIFICATION OF DRASTIC TARIFF PROVISIONS

the fee for reappraisement, although in reappraisement the burden is not so heavy as upon protests, because the issues are decided with comparative speed.

"Experience has shown that the collection of this fee entails a tremendous amount of work, not only upon the importers through their brokers but also upon the customs officials. The amount collected is, of course, insignificant and the customs officials will bear us out that the necessary bookkeeping and details connected therewith make its collection a serious burden.

As to Paragraph P

"This paragraph requires any person, even though a stranger to the matter in dispute, to appear before the collector or appraiser and to produce his books and papers, under penalty of a fine ranging from \$20.00 to \$500 to be summarily imposed. No one is exempt from the operation of this provision, for it would lie in the discretion of the Government officer as to whether or not his appearance or testimony is deemed material.

"It should be noted that this provision relates not only to goods under appraisal, but also to goods as to which the classification is in dispute. The question as to classification is frequently one calling for expert testimony of men in high stations in life, whose time is extremely valuable and whom it would be manifestly unfair to take from their business, in order to testify to a matter in which they have absolutely no interest. The roster of witnesses who have appeared before the Board of General Appraisers on questions of classification includes professors of colleges, heads of museums, expert chemists, and, in fact, the highest types of men in all professions, as well as the heads of our largest business houses. We submit that to place men of this type at the beck and call of interested parties, compelling them to spend their time and give their services gratis on matters in which they can be interested only academically, would be an abuse of process. The provisions should be repealed.

Paragraphs U and V

"These paragraphs provide for the assessment of an additional duty of 15 per cent upon merchandise intended for persons refusing to submit their books to an 'accredited investigating officer of the United States.'

"In the seven years that have elapsed

since the passage of this law, we know of no instance where the Secretary has attempted to levy this additional duty. It is hardly believed the paragraphs are constitutional, but they are surely un-American in spirit and should be repealed."

For Quarantine

Response to Appeal for Adequate Appropriation

In response to the telegram sent by The Merchants' Association to President Wilson and to the Secretary of the Treasury urging that adequate provision be made for the quarantine station at the Port of New York, a letter of acknowledgment was received from Mr. Tumulty, President Wilson's Secretary, saying that the matter would be called to the President's attention.

Mr. Ewing Laporte, Assistant Secretary of the Treasury, in acknowledging the telegram, wrote as follows:

"On behalf of the Secretary of the Treasury, please permit me to acknowledge receipt of your telegram of February 28, urging an appropriation for the improvement of quarantine facilities at the principal Atlantic ports.

"I take pleasure in advising you that on the recommendation of the Department the President approved and the Secretary submitted to Congress yesterday an estimate for this purpose for expenditure at the ports of Boston, New York, Philadelphia and Baltimore, which included \$485,620 for improvements at the New York Quarantine Station."

French Wire Rights

This Association Endorses Request of American Company

The Western Union Telegraph Company recently requested The Merchants' Association to induce this Government to take up with the French Government the matter of permitting the company to operate its own land lines in connection with its ocean cables, and to establish appropriate receiving and distributing stations in the leading cities of France.

Inasmuch as the French Cable Company is allowed to have its own wires and offices in this country, the Western Union Telegraph Company suggested

that as a matter of reciprocity France should grant equal facilities to the Western Union Telegraph Company, which is the only American company operating to France.

The matter was referred to The Association's Committee on Telegraph and Cable Communications, which considered the matter thoroughly. In view of the fact that The Association is already on record in favor of the policy of urging foreign countries to grant American companies the right to maintain their own sending and receiving stations, together with the necessary connecting wires, the Committee decided that it would be proper to request the American delegates to the Conference to act favorably upon the application of this general principle.

BUILDING CONFERENCE

This Association Represented at a National Meeting in Chicago Last Week

The Merchants' Association was represented last week by Mr. Martin H. Dodge, Acting Manager of the Industrial Bureau, at a National conference on construction held at the Hotel Sherman in Chicago, under the auspices of the National Federation of Construction Industries. The present status of housing and other construction work was discussed from the standpoint of transportation, fuel, cost of building materials, wages and the availability of mortgage money and other funds necessary for building.

The outcome of the Conference was the adoption of a resolution calling upon local organizations throughout the country to take up with the various interests responsible for building construction the matter of doing everything in their power to revive the industry to normal activity.

DECLINE IN OCEAN COMMERCE

The figures of February show that only 374 vessels of 1,315,556 net registered tons were equipped for foreign ports from the Port of New York during that month while 424 vessels, of 1,407,233 tons arrived, of which ninety came in ballast. These figures are far below the average. During last summer and fall more than 500 vessels arrived every month and nearly as many cleared for foreign ports.

THIS ASSOCIATION FOR TRANSIT BILL

Summary of the Reasons for Its
Position Regarding the Measure
Is Forwarded to Albany

BILL PASSES THE LEGISLATURE

A summary of the reasons why The Merchants' Association endorses and supports the Knight-Adler Transit Reorganization bill has been sent to Speaker Machold of the Assembly and to Senator Clayton R. Lusk, Majority Leader of the Senate, by Acting President James Gilbert White.

Reasons for Approval

This letter of endorsement reads as follows:

"We wish to record with you our hearty approval of the Knight-Adler Transit Reorganization Bill in its present form as amended.

"Concisely stated, our principal reasons for approval are as follows:

"The transit facilities of this City are notoriously inadequate reasonably to serve the public need. They are daily growing worse. Many of the surface lines of minor importance but nevertheless indispensable have already ceased operations. Systems have been broken up into their component lines, operated separately, and each charging a separate fare. Transfers have been to a large degree abolished. Many persons dependent upon the surface lines are now paying two or even three fares where they formerly paid but one. Within a short time the principal surface systems of Manhattan, now operated as units, carrying a heavy traffic, and indispensable for public convenience, will similarly be broken up, and two or more fares imposed.

"The companies operating the subways and the elevated lines are either insolvent or rapidly approaching that condition, and in consequence the operation of the main arteries of transit is badly hampered.

Remedy Urgently Demanded

"These conditions urgently demand a remedy. The legal powers necessary to an effective remedy have been divided between City authorities and the Public Service Commission. By reason of this division neither could act effectively and nothing has been done. Nor have the City authorities made any effort for con-

structive measures. A policy of drift has been followed.

"A point has now been reached where a public calamity impends—the general collapse of existing transit facilities, which will leave a large part of the City with extremely poor service, and compel a large part of the people to pay two or more fares where they now pay but one.

Facilities Must Be Used

"We regard it as of the utmost importance that present traction facilities be preserved and utilized in the most efficient possible way. We believe that so far as practicable existing lines should be unified to permit the maximum of service at a minimum of cost. We believe that a general reorganization of existing transit properties should be effected in such manners as to exclude all elements of inflation, and on the basis of fair physical value; and that the fares charged for service should be sufficient, and only sufficient, to pay a just return on that physical value, plus provision for suitable reserves and for amortization. We believe that the existing subway contracts should by negotiation be revised on a basis more just to the public.

Control Must Be Centralized

"These things cannot be brought about under present divided control. We agree with Governor Miller that centralized control in the hands of a State agency, endowed with plenary powers is indispensable. To give the City authorities coordinate powers except as to routes and pledges of the City's credit is in effect to give them the power of veto, and thus probably to prevent the consummation of any constructive plan which contemplates preservation and full utilization of the existing properties.

"A careful study of the provisions of the pending bill lead us to the conclusion that it admits of a prompt and effective solution of the transit problem of the City; that a Transit Commission having the powers of the State and not hampered by any coordinate powers on the part of the City, is essential to such solution; and that the powers conferred upon the Transit Commission are reasonable and necessary for the purpose intended."

The bill passed the Senate last Wednesday by a vote of 23 to 18 and was sent to the Assembly.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

HIS MONEY GONE! COULD YOU OBLIGE?

Of Course You Help the Gray
Haired "Teacher" in Hard
Luck; and He Teaches You

FOR HE NEVER COMES AGAIN

Prepared by the Bureau of Advice and
Information of the Charity Organi-
zation Society

Has he been to see you yet, a pleasant faced, well brushed little man, with a deprecating smile behind his spectacles? And have you, out of the goodness of your heart, advanced him the price of a railroad ticket to his new job up State?

A Touching Appeal

He is a teacher, he says, out of a job for months. Pretty hard on the wife!! Then when they were almost at the end of their resources, and the old wolf was just around the corner, along came this heaven sent job from a school where he had been trying to break in for years. See, here is the letter asking him to report next Monday.

Closing up his little affairs in New York and sending the wife home to her father for a visit brought the family pocket book mighty near the vanishing point. (It's a very human little story as he tells it, and you can't help but like the fellow). In fact there was enough to buy the railroad ticket to the new job, and very little more.

Can't Ask His Friends

And on the way to the station the tragedy happened. His pocket was picked in the subway!! He has made quite a splash about the new job among his friends, and now he hasn't the nerve to strike them for a loan. You know how it is,—there are times you would rather go to strangers. He has heard about your generosity,—and can you,—will you—lend him the price of a railroad ticket?

If you are anything like most of the people who have heard his story, you not only do, but you press an extra five on him so he won't be flat broke in his new surroundings.

Out of Your Life Forever!

He writes out a neat I O U on the back of his card, and shakes hands with just the right degree of appreciation. Then he and your money go out of your life forever.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MARCH 28, 1921

No. 13

Mexican Commission Guests of this Association

Business Leaders from Neighbor Republic, Who Reach New York City Today as a "Good Will" Delegation for the Promotion of Trade and Cordial Relations, Will Be Entertained by The Merchants' Association—All Members Invited to Hotel Astor Meeting Tomorrow.

The Merchants' Association will entertain a delegation of business leaders from Mexico who are touring the principal cities of the United States and will arrive in New York today. The party includes several women, wives or relatives of the delegates.

Members of the Delegation

The members of the delegation are as follows:

Mr. Fernando Leal Novelo, President of the Confederated Chambers of Commerce of Mexico;

Mr. Bruno Newman, Vice-President of the Confederated Chambers of Commerce of Mexico;

Mr. Leopoldo H. Palazuelos, Director of the Confederated Chambers of Commerce of Mexico;

Mr. William L. Vail, Director of Service Bureau of the American Chamber of Commerce of Mexico;

Mr. Dante Cusi, representing the Italian Chamber of Commerce of Mexico;

Mr. Adolfo Martinez, Mine Owner and Member of the Confederated Chambers;

Mr. Carlos B. Zetina, representing manufacturing;

Mr. Camilo Sansores, Sisal and Hemp Exporter;

Mr. Huberto Sheridan, representing "El Universal," a daily newspaper.

Captain A. W. Lewis, Capitalist, former Director-General of the Seattle-Yukon Exposition and Head of the

Trade With Mexico

A delegation of prominent Mexican business men, known as the "Mexican Good Will Commission," will arrive in this City today. The delegation is being entertained by The Merchants' Association.

A public meeting will be held in the Hotel Astor tomorrow, Tuesday, at 2:30 P. M., during which the delegates will deliver addresses descriptive of the financial, commercial and industrial conditions in Mexico.

After the speaking the delegates will answer any questions from the floor relating to business and trade with Mexico, questions of a political nature being excluded.

All members of The Merchants' Association and the general public are invited to attend this meeting, which will afford an exceptional opportunity to obtain up-to-date information regarding Mexico.

No tickets will be required.

Mexican Department at the last San Francisco Exposition.

With the delegation are: Mrs. Carlos Cornejo, aunt of Mr. Novelo, Miss Beatriz Cornejo, niece of Mr. Novelo, Miss Newman, daughter of Mr. Newman, Mrs. Zetina, wife of Mr. Zetina.

The Committee in Charge

The Committee in charge of the entertainment of the delegation consists of the following:

Mr. Lucius R. Eastman, President of The Hills Brothers Company;

Mr. Maurice Coster, Vice-President of the Westinghouse Electric International Company;

Mr. E. A. DeLima, President of the Battery Park National Bank;

Hon. William H. Douglas, President of Arkell and Douglas, Incorporated;

Mr. C. F. Gregory, of the International Harvester Company, Incorporated;

Mr. Frederick D. Herbert, President of the Kearfott Engineering Company, Incorporated;

Mr. Frederick J. A. McKittrick, Manager of the Foreign Department of the General Electric Company;

Mr. C. A. Richards, Vice-President of G. Amsinck and Company;

Major George H. Richards, Vice-President of The Dalton Adding Machine Company;

Mr. Henry F. Samstag, of Samstag and Hilder Brothers;

Mr. Donald B. Stewart, of Ridley Watts and Company;

Mr. Henry B. Twombly, of Putney, Twombly and Putney;

Mr. Gustav Vintschger, President of the Markt and Hammacher Company;

Mr. Philip B. Kennedy, Vice-President of the First Federal Foreign Banking Association;

Mr. James Carson, Vice-President of the National Paper and Type Company and New York Representative of the

DELEGATES WILL EXPLAIN SITUATION IN MEXICO

American Chamber of Commerce in the City of Mexico.

To Foster Business Relations

Plans for the entertainment of the delegation were approved by the Executive Committee of The Merchants' Association last Monday. The object of the visit is to foster friendly and business relations between the United States and Mexico. The commission is also inviting American firms to send representatives to an International Trade Conference which will be held in Mexico City June 12-16. The commission comes to the United States with the official title of "The Mexican Good-Will Commission."

As a part of its entertainment, The Association proposes to take the members of the delegation to West Point where arrangements have been made for regular drills of the cadets, visits to points of interest and inspection of the buildings.

Luncheon and Meeting

A luncheon will be given by The Association to the commission at the Hotel Astor on Tuesday. Following the luncheon, at 2.30 in the Hotel Astor, a meeting will be held presided over by Mr. Lewis E. Pierson, Acting President of The Association, who will also preside over the luncheon. All members of The Merchants' Association who are interested in Mexico and desire to obtain information regarding the resources and trade possibilities of that country are invited to attend this meeting. The members of the Mexican commission will make addresses describing the financial, commercial and industrial conditions in Mexico and they will be glad to answer any questions relating to these subjects that may be put to them from the floor. Discussion of political matters will not be in order and no questions will be answered regarding political events in Mexico or political relations between Mexico and the United States.

LEGISLATIVE SERVICE WORK

The Legislative Service Bureau of The Merchants' Association during February responded to 167 requests for information. These included forty-four requests regarding Federal legislation, thirty-four requests regarding State legislation and four regarding City ordinances.

APRIL CONVENTION LIST ANNOUNCED

Many Interesting Events Are Scheduled for This City During First Spring Month

PATRIOTIC SOCIETIES TO MEET

The Convention Bureau of The Merchants' Association announces the following conventions to be held in this City during the month of April:

Alumni of New York Dental Department, University of Buffalo—April 1.
Industrial Show—April 2-9.

Society of Colonial Dames of the State of New York—April 5.

Associated Leather Goods Manufacturers of the United States—April 7.
Inter-Collegiate Fencing Association—April 8-9.

National Association of Directors of Girls Camps—April 9.

National Committee on Prisons and Prison Labor—April 11.

Tissue Paper Manufacturers Association—April 11.

Tollet Paper Converters Association—April 11.

Paper Makers Advertising Club—April 11.

Authors League of America—April 11-12.

Book Paper Manufacturers Association—April 11-12.

Technical Association of the Pulp and Paper Industry—April 11-13.

National Paper Trade Association of the United States—April 11-13.

American Drug Manufacturers' Association—April 11-14.

American Paper and Pulp Association—April 11-15.

Pulp Manufacturers Association—April 12.

Salesmen's Association of the Paper Industry—April 12.

Glazed and Fancy Paper Manufacturers Association—April 12.

Cover Paper Manufacturers Association—April 12.

Glassine and Greaseproof Manufacturers Association—April 12.

Bristol Board Manufacturers Association—April 12.

American Association of Advertising Agencies—April 12-13.

Writing Paper Manufacturers Association—April 12-13.

Asphalt Association—April 13.

Cost Association of the Paper Industry—April 13.

Gummed Paper Manufacturers Association—April 13.

Wrapping Paper Manufacturers Service Bureau—April 13.

Card Board Manufacturers Association—April 13.

Woodlands Section of the American Paper and Pulp Association—April 13.

Binders Board Manufacturers Association—April 14.

Japanese Association—April 15.

Vegetable Parchment Manufacturers Association—April 15.

Waxed Paper Manufacturers Association—April 15.

New York State Safe Deposit Association—April 15-16.

Bureau of Envelope Manufacturers of America—April 15-16.

Travelers' Protective Association, State Division—April 16.

"Own Your Home" Exposition—April 16-27.

National Metal Trades Association—April 18-21.

Sons of the American Revolution, Empire State Society—April 19.

Order of Founders and Patriots of America—April 19.

National Jewelers' Publicity Association—April 19.

American Welding Society—April 21.

National Garment Retailers Association, Fur Division—April 23.

National Printing and Lithographing Exposition—April 25-30.

New York State Ice Manufacturers Association—April 26.

Associated Press—April 26.

American Newspaper Publishers' Association—April 27-29.

American Fencers' League of America—April 27-29.

National Plant, Flower and Fruit Guild—April 28.

National Print Cutters Association of America—April 29-30.

CUBA A GOOD MARKET

Cuba, with imports from this country valued at \$278,391,000 during the calendar year 1919, was the best market in all of Latin America for American goods, according to a special review of American exports by countries just published by the Bureau of Foreign and Domestic Commerce of the Department of Commerce. Our next best customer in Latin America was Argentina with an import valuation of \$155,899,390. Mexico made purchases to the value of \$131,455,000. Even the inhabitants of the Falkland Islands liked American goods so well they sent us \$170,123 for merchandise received.

LAUNCHES CAMPAIGN OF EDUCATION AGAINST HOUSE FLY

Prizes Amounting to \$1,000 Offered by Chairman Hatch Will Be Divided Among Youngsters for the Best Essay or Poem—Awards to Be Made in Each Borough

Chairman Edward Hatch Jr., with the hearty cooperation of his associates on the Committee on Pollution and Sewerage of The Merchants' Association has launched a 1921 campaign against the disease-bearing housefly. During the fifteen years since Mr. Hatch inaugurated his crusade to destroy the fly pest, there has never been a Spring drive that opened with the same vim and power of attack.

Fly Essay Contest On

Through arrangement made by Mr. Hatch with the "Evening World," a verse or essay, "Swat-the-Fly" contest was begun by that newspaper on March 15, to extend through three weeks. Mr. John H. Tennant, managing Editor of the "Evening World" took hold of the idea enthusiastically and after checking up the terms and conditions, delegated the direction of the contest to Mr. A. L. Clarke, who has been pushing it with vigor and initiative.

The contest was made possible only through a donation made by Mr. Hatch personally, of \$1,000, for division into money-prizes for successful contestants.

Open Only to Children

The contest is open only to ten-year old, or younger children. They must write a 200-word essay, or an eight-line verse, having to do with the necessity for destroying the filthy, poisonous housefly, narrating what they have observed regarding its dirty habits, and what they have done to help get rid of it. As an aid to contestants the "Evening World" prints every day many facts concerning the fly as a disease-carrier, and how he breeds and multiplies. Aside from the contest this is of great anti-fly missionary value.

There are 116 prizes to be awarded in all—four of \$50, eight of \$25, sixteen of \$10 and 88 of \$5. This will distribute the entire \$1,000 donated by Mr. Hatch.

The Board of Judges

The verses and essays are to be judged by Dr. Royal S. Copeland, Commissioner of Health and Dr. William L. Ettinger, who in accepting the "Evening World's" invitation to serve as selectors expressed their approval of the contest idea.

COMMITTEE ON THE PREVENTION OF TUBERCULOSIS OF THE BROOKLYN BUREAU OF CHARITIES

69 Schermerhorn Street

Brooklyn, N. Y., March 16, 1921.

Merchants' Association,
233 Broadway, N. Y. C.

Dear Sir:

The Brooklyn Tuberculosis Committee enthusiastically endorses the contemplated renewal of your campaign against the house fly, as outlined in the Bulletin for March 14, 1921.

First, because the house fly, being a spreader of disease, is a factor which must be eliminated in order to prevent tuberculosis. The fly and consumptive sputum make an active combination for the infection of persons with this disease.

In the second place, anything that tends to raise the health standards of the community helps to prevent tuberculosis, so that the prevention of other diseases than tuberculosis through the elimination of the fly is indirectly an important preventive measure against tuberculosis.

Finally, to educate the public to the fact that the fly not only is a nuisance and disgusting from the aesthetic point of view, but a menace to health, is an important step in the general campaign to elevate health standards. The household that will not tolerate the fly because of sanitary reasons, is apt to be informed, also, along other lines of proper sanitation.

Very truly yours,
N. A. NELSON, Secretary.

The average number of letters from boys and girls has been seventy-five daily for the first ten days of the contest. In the opinion of the "Evening World" had not the age of contestants been put at ten years or under there would have been hundreds of letters daily. Mr. Hatch's idea, however, was to start the anti-fly education of the children very young, and because of their tender years to invite the interest and suggestions of their parents and re-

latives—making a simultaneous gain of grown-up anti-fly recruits.

Many Suggestions Made

The contest to date is reported to have been prolific of a great mass of original fly analysis and fly-killing suggestions, the more interesting because of being from the child's viewpoint. The "Evening World" has published the rules of two anti-fly games for children, these being inventions and innovations of the contest. In one game a child is "The Fly" and hides a paper on which has been written a number representing a number of flies. The other players have to hunt this paper. A "real" live or dead fly found in the hunt, scores fifty extra points.

The publicity afforded by this contest is likely to bring into thousands of New York homes a keen comprehension of the sanitary work that has been carried, and is being carried forward by The Merchants' Association's Committee on Pollution and Sewerage. The space devoted by the "Evening World" to the contest is one and one-half columns daily. This is started off with a big two-column display head with two "boxes." One box contains a "daily slogan" like "The Fly Is Deadlier Than The Rattlesnake." The other box contains a daily suggestion for the little writers as: "Why Mr. Fly Should Be Kept Out of the Kitchen."

The Thirty-first Drive

The 1921 campaign just begun is the thirty-first since the initiative of the Swat-the-Fly movement back in 1906. Drives against the pest have been made in both Spring and Fall, the former to destroy the fly in process of breeding and the latter to kill off the fly as he is getting ready to go into his winter sleep. Prizes of pins have been awarded from time to time for special anti-fly performance, but the 1921 contest with its prizes donated by Mr. Hatch, is the most noteworthy of all campaigns against the pest to date.

"GREATER NYACK"

The Chamber of Commerce of Nyack has begun the publication of an official organ under the name of "Greater Nyack." It will be published monthly by the Chamber.

Fortunes of Daylight Saving Measures in East

Bills Introduced in State Legislatures Meet Various Fate in Accordance With Local Conditions—Massachusetts Wins Daylight Saving, Connecticut Prohibits It and New York Allows It in Cities Only—Many New York Municipalities Adopt Ordinances

The preliminary campaign for Daylight Saving in the States which compose the Eastern Time Zone is drawing to a close.

Massachusetts has passed a State Daylight Saving law covering the five summer months from the last Sunday in April to the last Sunday in September.

The Connecticut Legislature has passed a bill prohibiting Daylight Saving in that State.

New York has repealed its State law and has given cities the right of local option in Daylight Saving.

The lower branch of the New Jersey Legislature has passed a five months' Daylight Saving Law and sent it to the Senate.

The Pennsylvania Legislature has defeated a Daylight Saving bill.

Chicago has gone on a seven months' Daylight Saving schedule under a city referendum approved last November by 81,000 majority. The cities in New York, New Jersey and Pennsylvania are generally adopting local daylight saving ordinances.

For Uniform Ordinance

The Mayors' Conference, which met in Albany on March 17, invited The Merchants' Association to send a representative to discuss the adoption of uniform Daylight Saving ordinances by the cities of the State under the new law.

The Association asked Mr. Roy S. Smith, Executive Manager of the Chamber of Commerce of Albany, to represent it in the conference and supplied him with a copy of the ordinance adopted in New York City which conforms with the Edge-Ackerman Daylight Saving bill. Mr. Smith has reported as follows with regard to the meeting:

"It gave me pleasure to attend the meeting of the Advisory Committee of the Mayors' Conference, held this afternoon at 2:30. At that time it was unanimously decided to recommend to the cities of the State of New York that they pass an ordinance similar to your New York City Daylight Saving ordinance.

Says Cities Want Ordinances

"Representatives from Buffalo, Syracuse, Yonkers, and Little Falls stated

Keep It Alive

The Evening World

The New York Board of Aldermen took advantage of the local option permit that went with Daylight-Saving repeal in this State and passed an ordinance providing for Daylight-Saving in this city from the last Sunday in April to the last Sunday in September.

The Merchants' Association urges municipalities throughout the State to pass similar ordinances.

Despite inevitable inconvenience and confusion, this presents itself as the best means of keeping the Daylight-Saving movement alive and speeding the day when it shall become general throughout at least the Eastern section of the country.

Connecticut is worse off than New York.

J. Henry Roraback, Republican boss and leader in Connecticut, has decreed that his State shall have no Daylight-Saving at all, and the Connecticut General Assembly has dutifully passed a law which forbids cities and towns to adopt other than standard time.

Mr. Roraback is President of the waterpower company which dammed the Housatonic River near Derby and which supplies the Connecticut Light and Power Company with juice.

Mr. Roraback is a farmer from Canaan—an excellent example of the kind of farmer who has been most zealous to save himself and the world from Daylight-Saving.

that they were sure their cities would adopt this ordinance and Mayor Watt of Albany stated that at the next meeting of the Common Council this ordinance would be presented.

"Troy was represented and will adopt the ordinance. I represented The Merchants' Association as you requested and informed the meeting that you favored this ordinance which conformed with the contemplated Congressional action.

"It is believed that eighty-five per

cent of the cities of the State of New York will adopt this ordinance.

"A representative of the New York Central Railroad Company was present and stated that this railroad was planning to arrange their schedule to conform with this ordinance."

Beacon Will Act

The Chamber of Commerce of the City of Beacon, responding to a letter sent by The Merchants' Association to Chambers of Commerce throughout the State urging them to adopt daylight saving ordinances, writes as follows through its Secretary Mr. H. M. Eroh:

"We beg to acknowledge the receipt of yours of the 14th with reference to the Daylight Saving Repeal bill, and in reply thereto wish to have you advised that we are submitting to our City Council an ordinance in which provisions will be made for the establishment of a local daylight saving act, beginning the last Sunday in April and ending the last Sunday in September, which ordinance, we believe, will be favorably acted upon.

"Our actions shall be in strict accordance with the provisions of the Edge-Ackerman bill, in order that a national uniformity of the legislation may be effected."

Syracuse Chamber Is Advised

Mr. Frederick E. Norton, Secretary of the Chamber of Commerce of Syracuse, writes that a daylight saving ordinance providing for five months Daylight Saving has been adopted by the Common Council of that City.

Mr. L. S. Dougherty, Secretary of the Chamber of Commerce of Hudson, writes that the question of adoption of a Daylight Saving ordinance is being referred to the members of the Chamber in the form of a referendum.

Mr. G. W. Lemon, Managing Secretary of the Chamber of Commerce of Troy, writes that a Daylight Saving ordinance has been recommended by the Mayor and will undoubtedly be passed by the Common Council. This ordinance conforms to the ordinance already adopted in New York City.

Pittsburgh Will Have It

Mr. Robert Garland, Chairman of the Committee on Daylight Saving of the

DAYLIGHT ORDINANCES ADOPTED BY CITIES

Pittsburgh, Pennsylvania, Chamber of Commerce, attributes the defeat of the Daylight Saving bill in the Pennsylvania Legislature mainly to the opposition of the moving picture people and the farmers. He says that Pittsburgh will continue under its ordinance which provides for Daylight Saving from the last Sunday in April to the last Sunday in September.

Railroads Fall in Line

Official announcement has been made by the Boston and Albany Railroad that it will change its schedules to conform to Daylight Saving on April 24 in accordance with the bill passed by the Massachusetts Legislature, which provides for five months' Daylight Saving, from the last Sunday in April to the last Sunday in September. No announcement has yet been made by the Boston and Maine and the New York, New Haven and Hartford Railroads, the other two systems in Massachusetts.

Will Start Earlier

Mr. Ross W. Kellogg, Secretary of the Board of Commerce of Ithaca, writes as follows:

"I think that Ithaca will save Daylight this summer without changing the clock. The scheme which seems to get the most support is to start work an hour earlier during June, July and August."

Chicago Referendum Rules

Daylight Saving became effective in Chicago yesterday, March 27, under an ordinance passed by the City Council last summer, covering the season of 1921 and thereafter, subject to the approval of the voters. At the general election in November the ordinance was adopted by more than 51,000 majority. It covers a seven months' period, and unless there is good reason for changing, no effort will be made to adopt a five months' period.

Jersey City has adopted a Daylight Saving ordinance conforming to the ordinance adopted in this City. Hoboken, Bayonne and other towns in New Jersey are expected to do the same.

France has already put its Summer Daylight Saving schedule into effect and England is preparing to follow its example.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

GET RID OF RATS AND SAVE HEALTH

Directions for the Elimination of Destructive Four Footed Carriers of Disease

TRAPS BETTER THAN POISON

Health Commissioner Royal S. Copeland, in his Daylight Saving argument for this Association, called public attention to the danger of the spread of Bubonic plague in this City in view of its prevalence in certain countries of Europe from which immigration is coming.

The bacillus of the disease is carried only in fleas which live on the bodies of rats. For this reason, Dr. Copeland is urging every citizen to do everything possible to rid the City of rats.

Directions for Destruction

The following instructions for a campaign against rats were taken from "The Metropolitan," published by the Metropolitan Life Insurance Company:

Where Rats Live

Rats live in sewers, manure piles, and every filthy place.

In order to get food, they leave these places and enter your homes and pantries, carrying with them all manner of dirt and disease.

The number of rats in the United States is equal to the number of persons in cities and average about five rats to each person in country districts.

The Harm That Rats Do

Rats eat every known food, both animal and vegetable. They gnaw and destroy every known article.

In order to replace the food eaten and articles destroyed by rats, the yearly work of 200,000 men and women is necessary. This means a huge loss of time and labor each year and makes the cost of living higher for everyone.

Disease Carried by Rats

Rats not only destroy property but they carry disease germs in their fur. One of the worst diseases known, the Bubonic plague, is carried by rats.

This disease causes frightful epidemics, in which eighty people out of every one hundred attacked die. In the past, it has caused millions of deaths. The disease can be prevented by destroying the rats.

How to Protect Your Home from Rats

To keep rats out of your house, you should stop up all holes that will admit them. The best material to use in cellars is cement. This should be placed in the openings around sewer, gas and water pipes. Other rat holes should be covered with wire screening or pieces of metal. The screening or metal should be nailed securely over the holes so that the rats will not be able to work their way out.

Basement windows and roof skylights should be covered with wire screening, twelve gauge by one-half inch mesh.

If you keep rats out, they will be deprived of your food and a place to rear their young. These are two reasons why they enter your home.

How to Get Rid of Rats

If any rats are already in your home, kill them as soon as possible. It is best not to use poison, for any poison that will kill a rat may also kill cats, dogs, and even children. Poison is dangerous.

The safest and best way to kill rats is to trap them. The snap and guillotine traps are recommended as being the best.

If you use a cage trap which will catch several

at a time, be sure to see that it is made of stiff wire and reinforced so that a strong rat cannot force his head between the wires.

How to Set the Traps

Rats are extremely cautious. They are easily frightened by anything to which they are not accustomed. They also have a keen sense of smell. Therefore, you should hide the traps.

Cage traps should be covered in some way. They may be placed under chairs over the seat of which an old cloth or sack may be hung to cover the trap and keep the wires from shining.

It is a good plan to turn a barrel or box on its side with the opening near the wall or a corner and place snap and guillotine traps near the back.

Before being set, the traps should be dipped in boiling water or smoked with a piece of burning newspaper to kill the smell of human hands or rats previously caught in them.

Bait to Catch Rats

The best bait to catch rats is the kind of food they do not easily get. Bait should be kept fresh and attractive and the kind should be changed from time to time.

The bait should have a strong odor. The following make good bait—parts of fish, red meat, cheese, smoked fish, fresh liver, fried bacon or fat, apples, carrots, and corn.

Once placed, traps should be left alone. Do not move them about. It may be several nights before the rats become used to seeing them. They will not enter the traps if they are suspicious of them; when the traps are moved, the rats have to get used to them in their new places before they will go near them.

Protect Your Home Against Rats

You should take every precaution to keep your food out of the reach of rats. Place your cereals, flour, bread, cake, cookies, etc., in metal cans.

Keep your vegetables, smoked or salted meats, fish, etc., on shelves in wire cages or hang them from nails in overhead beams, so that they will swing free and clear.

Be careful of your garbage. Do not leave it in paper bags or cardboard boxes. Put it in a metal can with a tight cover and have it removed as soon as possible.

If you will observe these simple rules, you will protect your home against rats. You will not only save money and preserve the health of yourself and your family, but you may be the means of preventing an epidemic in your city that might kill about half the population.

CHARITY BULLETIN

National Information Bureau Issues a List of Worthy Philanthropic Enterprises

The National Information Bureau, Incorporated, to which The Merchants' Association is a subscriber, has issued semi-annual Bulletin No. 7, giving a list of national and interstate social, civic and philanthropic organizations soliciting funds from the general public, which have either supplied information and have been investigated or which comply with the standards adopted by the Bureau's Board of Directors.

The name of each organization is accompanied by the names of its principal executive officers and a brief indication of the work that it does.

The Bulletin also contains a list of approved war relief and reconstruction organizations.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE CITIES AND DAYLIGHT SAVING

From all over the State The Merchants' Association is receiving word that the cities are adopting Daylight Saving ordinances which will provide Daylight Saving from the last Sunday in April to the last Sunday in September, a period of five months. The prospect is that the adoption of these ordinances will have taken place generally throughout the State before the end of next month.

Meanwhile, the battle for Daylight Saving is being waged with varying fortune in other States. Without waiting for the New Jersey Legislature to act, the City of Newark went on record by adopting a Daylight Saving ordinance conforming to the ordinance adopted in New York City.

In Massachusetts the battle over the State law ended in a signal victory; but in Connecticut, where the Legislature is elected upon the basis of political divisions and not on the basis of population, the opposition has won a complete victory by passing a law which forbids Daylight Saving anywhere in the State.

Evidently there is much to be done before the principle of Daylight Saving has been firmly established.

THE VALUE OF ORGANIZATION

Postmaster General Hays, who organized and directed the recent Republican presidential campaign and who is Chairman of the Republican National Committee, realizes the value of organization. He has shown it by urging postmasters everywhere to join their local commercial organizations and he gives his reasons for this request as follows:

"The attention of all Postmasters is directed to the desirability of participating in civic activities in their respective communities. By taking an active interest in the meetings of local Chambers of Commerce, Boards of Trade, commercial clubs and other civic and community organizations, excellent opportunities are afforded for the dissemination of general postal information es-

sential to the proper conduct of an efficient postal service.

"Postmasters should avail themselves of such opportunities to solicit the co-operation of civic organizations in securing the observance by the general public of the fundamental principles of mailing, the compliance with which on the part of the postal patrons is necessary to the discharge of postal duties to the entire satisfaction of the public.

"These features and others which may occur to Postmasters as being applicable in their particular community can be discussed with distinct advantage to the postal establishment and resulting benefit to its patrons. Furthermore, Postmasters should urge constructive criticism and invite legitimate complaints of inadequate service, losses or irregularities, and all these matters should be given prompt personal attention.

"Along these lines the Postmaster General earnestly invites the co-operation and help of Postmasters and postal employes generally."

Mr. Hays is at the head of a Department which has suffered much criticism during the last eight years. Its efficiency is of vital importance to the business community. The disposition which he shows to work with business men instead of ignoring them is a good augury.

THE STATE INCOME TAX

Now that the first installment of the Federal income tax has been paid, the thoughts of taxpayers naturally turn to the State income tax, which is due on April 15 in a lump.

The State Comptroller says that 750,000 returns were filed for the payment of the 1919 tax, and that the income upon which the tax was levied amounted to \$3,500,000,000.

The fact that 169,000 wage earners were earning enough to bring them within the scope of the tax is an interesting and encouraging circumstance.

Keep your file of "Greater New York" complete. You can get a special cover for

SLOW MAILS TO SOUTH AMERICA

**Complaint Is Renewed Against
Tardy Service to Brazil
and Argentina**

SLOW BOATS ARE SELECTED

A strong letter has been addressed by The Merchants' Association to Postmaster General Hayes complaining of the inadequacy of the mail service between New York City and the East Coast of South America.

Department of Commerce Complaints

This letter, which is signed for The Merchants' Association by Mr. S. C. Mead, Secretary, repeats a complaint previously made without success. It reads as follows:

"For a considerable time complaints have been coming to The Merchants' Association of New York with respect to the inadequacy and inefficiency of the mail service between New York and countries on the east coast of South America.

"Early in 1920, The Merchants' Association of New York addressed a letter to the Department of Commerce making inquiry with respect to whether or not reports coming to that Department supported the complaints made to our Association with respect to the service in question. We received a reply from the Chief of the Bureau of Foreign and Domestic Commerce under date of January 22, 1920, to the effect that unsatisfactory mail service to Brazil had been receiving the attention of the Bureau of Foreign and Domestic Commerce for a considerable time. The letter stated that the American Commercial Attache had even sent a cablegram urging the necessity for better dispatch of mail to the River Plate. This cablegram voiced the complaints of American houses established in Buenos Aires.

Mail Sent on Slow Steamers

"It is our understanding that following the exchange of correspondence between The Merchants' Association and the Bureau of Foreign and Domestic Commerce, a conference was called by the representatives of the Department of State, the Post Office Department and the Department of Commerce, in order to review the entire situation, it being concluded that certain circumstances existed which had brought about the unfortunate service complained of.

"We regret to be compelled to call this matter to the attention of the Department a second time, but have just received statements which indicate that the service to the eastern coast of South America, particularly Argentina and Brazil, is far from satisfactory. This writer states that while he was in Buenos Aires, mail was received bearing a date of December 16th ahead of mail which was dated November 3rd. He states that investigations showed that the November 3rd mail was dispatched from New York on a slow-going freight steamer which stopped at a dozen or more ports on the way down, while the December 16th mail moved by one of the fast passenger liners. He points out that his Buenos Aires agent maintains that such happenings are constantly occurring, and that banks in Buenos Aires report that this apparently careless dispatch of mail generally prevails.

Better System Needed

"It is not always feasible for senders of mail to mark on their envelopes the name of the vessel which will bring about the promptest delivery in South America. It would seem that the Post Office Department could devise a system of sending the mails which would be based upon the earliest delivery at point of ultimate destination, rather than on the basis of earliest departure from New York.

"Any attention that the Post Office Department deems it wise to give to this matter will be cordially appreciated."

FOR THE WOUNDED

This Association Will Participate in Meeting For Disabled Veterans

At the request of Mr. Alfred Fitzroy Anderson, Secretary of The Citizens' Meeting to Obtain Justice for the Wounded, The Merchants' Association has endorsed the meeting and will appoint a representative upon the Committee in charge of it.

The meeting will be held in Carnegie Hall on April 4 for the purpose of answering the popular demand for a frank and fair explanation of present conditions affecting the wounded and disabled veterans of the World War. Mr. William Fellowes Morgan, President of The Merchants' Association, and Mr. William C. Breed, Chairman of its Members' Council, are already members of the Committee in charge.

ONE DOZEN NEW MEMBERS CHOSEN

Executive Committee Acts Favorably on Applications Pending at Monday's Meeting

EXCELLENT WORK RECOGNIZED

Regardless of business stagnation, the ranks of The Merchants' Association are receiving constant accessions in recognition of the excellent work that it is doing.

New members Elected

The following individuals, firms and corporations were elected members of The Merchants' Association by the Executive Committee last Monday:

American Trade Publishing Company, Mr. Albert Klopfer, Secretary, 41 Park Row—Publishers of Bakers' Weekly and The Cracker Baker.

Andrews, General Avery D., American Representative of the Royal Dutch Petroleum Company of Holland and the Shell Transport and Trading Company of London, 233 Broadway—Petroleum.

Arida, Michael N., Mr. Raphael N. Arida, 118 West Twenty-Second Street—Manufacturers of Kimonas, etc.

Bahner-Doscher Company, Incorporated, Mr. Chris Doscher, Secretary, 873 Broadway—Importers of Dolls and Toys.

Beals, S. G., and Company, Incorporated, Mr. Frank X. McMahon, Treasurer, 229 Fourth Avenue—Woolens Commission.

Dubied Machinery Company, Mr. E. O. Spindler, Treasurer, 139 Franklin Street—Importers of Knitting Machines.

Great Lakes Dredge and Dock Company, Mr. J. R. Williams, Assistant Secretary, 17 Battery Place—Dredging and Contracting.

Kram, Louis, Incorporated, Mr. Louis Kram, 299 Broadway—Advertising.

Levin, Mr. L., 415 Fourth Avenue—Silks.

Marshall, W. E., and Company, Incorporated, Mr. W. E. Marshall, President, 166 West Twenty-third Street—Seedsmen.

Selde, Dukoff and Schorr, Mr. Herbert Schorr, 148 Fifth Avenue—Ribbons.

Van Bokkelen Brothers, Mr. D'Arcy Van Bokkelen, 140 Cedar Street—Export—Import, Steamships.

NEGROES IN THE CITY

There are 153,008 negroes in New York City. They constitute 2.7 per cent of the total population.

FOR REDUCTION IN PASSPORT COSTS

**The Merchants' Association Finds
That Charge of Ten Dollars for
Visé Is Proving Burdensome**

CONGRESS MAY TAKE ACTION

Upon the recommendation of its Foreign Trade Committee, The Merchants' Association is calling the attention of the Department of State to a suggestion that the cost of viséing passports be reduced from ten dollars to one dollar in order that similar charges made by other countries to American citizens may also be reduced.

Reasons for the Action

The reasons for proposing the reduction are set forth in the report made by the Foreign Trade Committee, of which Mr. Lucius R. Eastman is Chairman, to the Executive Committee last Monday as follows:

"At a meeting of your Foreign Trade Committee held on March 2 it was voted to recommend that The Association advocate a return by our Department of State to the former charge of \$1 for issuing and viséing passports instead of the present charge of \$10, which amount was authorized by act of Congress effective July 1, 1920, with, apparently, the approval of the Department of State.

"The Committee makes this recommendation because it believes that the increased charge is far more than the service costs our Government, and also that nine foreign countries have, in retaliation, increased their charges for viséing American passports without increasing the charge for viséing the passports of nationals of other countries. These countries are:

Belgium
Denmark
Czecho Slovakia
Greece
Italy
Jugo Slovakia
Norway
Poland
Roumania.

Americans Compelled to Pay

"American travelers abroad, therefore, are constantly forced to pay viséing charges amounting to large total sums, these charges constituting a serious handicap to the free conduct of business abroad and are protesting in in-

creasing numbers against the present system.

"The argument advanced in Congress that the increased charge by American officials will bring about increased revenue to our Government seems shortsighted and not worthy of consideration, both in light of the small amount of money involved, the retaliatory results just mentioned, and also because any movement which deters or interferes with the development of American foreign business reduces the volume of the foreign trade of the United States with resulting decreased returns for both the Government and private business houses.

To Apply to State Department

"In this connection it is the thought of your Committee that if its recommendation is approved, the Department of State should be approached in order to ascertain whether or not that Department would now approve a return to the former charge and, if so, whether or not the Department would make an effort to arrange with the other countries which have increased their charge to return to their former charge also."

The Committee approved the report and directed that suitable action be taken upon it.

CUBAN ENTERPRISE

A Citizen of Havana Attempts to Register "New York" as a Mark for His Merchandise

Protest has been made by The Merchants' Association, upon the recommendation of its Committee for the Protection of Industrial Property, of which Mr. Archibald Cox is Chairman, calling the attention of the Department of State to the fact that a citizen of Havana recently registered the word "New York" as a trademark in connection with merchandise entering into Cuban trade.

The Association asked the State Department to protest against the issuance of a certificate permitting the use of this word, on the ground that it would be misleading and harmful to both Cuban and American interests. The State Department has taken steps to protect American interests.

DECREASE IN IMPORTS

Imports into this country during January decreased \$265,000,000 in January as compared with last year.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

STEAMBOAT SERVICE TO BE RESUMED

**Incoming and Outgoing Foreign
Mails Will Be Expedited on
Request of This Association**

TIME SAVED AT BOTH ENDS

The Merchants' Association has been informed by Postmaster Patten that the foreign mail steamboat service, which was suspended during the war and for the resumption of which The Association has contended for several months past, will be reestablished on April 1.

Postmaster Patten's Letter

Postmaster Patten's letter relating to the subject reads as follows:

"This is to inform you that Foreign Mail Steamboat Service in New York Bay and Harbor, discontinued April 21, 1917, on account of the war, will be reestablished Friday, April 1, 1921, for transporting mails from inbound mail steamships, during the hours from 6:00 P. M. to 4:00 A. M. daily, including Sundays and holidays, between Quarantine, New York Harbor, and a pier on the North River selected by the Post Office Department, for delivery to the New York Post Office.

"It is requested that the members of your Association be advised of the reestablishment on the 1st proximo, of Foreign Mail Steamboat Service in New York Bay and Harbor, and such publicity as may be possible for you to give of the reestablishment of this service will be appreciated."

The advantage of this service is that it enables foreign mails to be kept open longer for the dispatch of mail matter, and that it saves valuable time in the reception and distribution of mails from abroad.

JANUARY'S FIRES HEAVY

Losses by fire in the United States and Canada in the first month of this year were exceptionally heavy, although not as bad as the record for December. The losses compiled from the daily records of "The Journal of Commerce" show a total for January of \$35,319,950, a trifle less than for the same month a year ago, but considerably more than in January, 1919, and above the average record for the month of January.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

STEAMSHIP LINE SOLVES THE TRUCKING PROBLEM

Reopening of Navigation Will Bring Cheaper Rates to Points in the Great Lakes and the Erie Canal System—Traffic Bureau News of Interest

Prepared by the Traffic Bureau of The Merchants' Association

In previous issues of "Greater New York" the need for better coordination and the minimizing of trucking expense in the handling of less than carload freight from railroad terminals to steamship piers has been strongly emphasized and various means to bring it about have been suggested to carriers' representatives.

Trucking Charges

Less than carload shipments forwarded from interior points for movement via steamship lines from the Port of New York ordinarily have to be trucked from the railroad terminal to the steamship pier, the charges fluctuating with the distance hauled, volume and desirability of the business offered.

The Isthmian Steamship Lines, operating a regular service between New York and Los Angeles, San Francisco, Portland, Seattle and Vancouver, appear to have largely solved this trucking difficulty in connection with the movement of less than carload freight from points in the interior when destined to the Pacific Coast.

The New York Terminal

As their New York harbor terminal the Isthmian Steamship Lines have secured pier facilities at Pennsylvania Pier B, Jersey City, New Jersey. When less than carload freight forwarded from interior points (whether it originates on the Pennsylvania Railroad or connecting carriers) is consigned "care of Isthmian Steamship Lines for Penn-

road Henderson Street less-car-load station and from thence moved by car ferry service to Pier B, Jersey City, without additional charge.

A Step in the Right Direction

A very important element in connection with the handling of less than carload shipments from interior points for forwarding via steamship lines from the Port of New York is the elimination or at least the minimizing of trucking and other handling charges to place the Port of New York upon a parity with competing ports. The arrangement made by the Isthmian Steamship Lines appears to be a move in the right direction for efficiency and economy in the handling of this through business.

It is believed that much can be accomplished toward eliminating congestion and delays at railroad terminals by a better coordination on the part of the railroads, trucking companies and steamship lines.

Water Service

Re-opening of Navigation on Great Lakes, Season 1921

The Traffic Bureau of The Merchants' Association has received advice from the Great Lakes Transit Corporation that navigation by the Great Lakes Navigation Company between Buffalo, Erie, Duluth and Superior was resumed, effective March 21, 1921.

With this re-opening of navigation the following rates via rail and lake from New York were made effective:

To	FROM NEW YORK, N. Y.							
	1	2	3	4	5	6	R 25	R 26
Duluth, Minn., and Superior, Wis.....	143.5	127.5	96.5	68	57.5	48.5	108.5	77
Saving under all rail rates.....	73	61	47	32	29	23.5	52	37.5
St. Paul and Minneapolis.....	173	152.5	1.15	79	67	55.5	129.5	91
Saving under all rail rates.....	43.5	36	28.5	21	19.5	16.5	31	23.5

sylvania Railroad Pier B, Jersey City delivery," with ultimate consignee and destination shown on bill of lading, the trucking movement ordinarily required in transferring less than carload freight from the railroad terminal to the steamship pier is eliminated. Under the arrangement between the Steamship Company and the Pennsylvania Railroad, these less than carload shipments are assembled at the Pennsylvania Rail-

The same saving in rates to Duluth will also obtain to points in North and South Dakota and points in the Canadian Northwest. The rates to St. Paul and Minneapolis also apply to Ashland, Chippewa Falls, Eau Claire, Rice Lake, Wisconsin; Stillwater, Minnesota, and other points in the State of Minnesota.

With 22 steel steamers in the fleet it is possible for the Great Lakes Transit Company to maintain daily service from

Buffalo and Erie, thus assuring prompt movement and quicker service at rates materially lower than apply via the all rail movement. Provision has also been made for prompt service from Lake Superior ports to inland rail destinations.

Resumption of Hudson River Line Service

The Traffic Bureau of The Merchants' Association has been advised by the Catskill Evening Line that service between New York and Hudson River landings was resumed on March 21. Information relative to rates and service may be secured by application to the carrier at Pier 43, North River, New York.

HUDSON TUNNEL

Chief Engineer Says That Vehicular Tubes Will Be Finished December 31, 1924

Prediction that the New York-New Jersey Vehicular Tunnel will be opened for traffic on December 31, 1924, was made in the report of the New York State Bridge and Tunnel Commission filed with Governor Miller.

According to the report, Mr. C. M. Holland, the chief engineer of the commission, has prepared a schedule of contracts, which, if carried out, will make possible the completion of the work by the date mentioned. It was pointed out, however, that in order to live up to the schedule it would be necessary to have money available in order promptly to let the contracts.

The tunnel, which is being constructed by the States of New York and New Jersey, will be the largest in the world for vehicular traffic. The estimated cost will be \$28,669,000. New Jersey already has provided for its share of the total cost, having held a referendum on a bond issue. The New York Legislature has appropriated \$2,000,000, and bills asking for an additional appropriation of \$5,000,000 have been introduced at the current session.

Actual physical construction has begun on the New York side and is progressing rapidly, the report says, while work is expected to be started on the New Jersey end on April 16.

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of New Laws and the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Mortgage Interest Exempt From Personal Income Tax

(Assem. Int. No. 1327, by Mr. McWhinney.)

To amend the Tax Law in relation to imposing taxes upon and with respect to income.

Paragraph d of Subdivision 2 of Section 359 is amended by exempting from the personal income tax interest on the whole or part of the principal, not exceeding \$50,000 in amount, of loans secured, under a mortgage, trust mortgage, or otherwise, solely by real property in the State of New York, and upon bonds or other certificates of indebtedness secured by or issued against such mortgage or trust mortgage.

The purpose of this bill is to stimulate the loaning of money for building enterprises and to stop the heavy withdrawal of funds from the mortgage money market for investment in tax-exempt securities yielding larger returns.

Sale of Corporate Stock Without Par Value

(Assem. Int. No. 1372, by Mr. Martin.)

To amend Sections 19 and 24 of the Stock Corporation Law, in relation to the issuance of shares of capital stock without par value, by providing that such shares of stock may be sold for such consideration as from time to time may be fixed by the Board of Directors, pursuant to the authority conferred in the certificate of incorporation or reorganization, of the corporation.

Valuation of Public Utilities for Rate Making Purposes

(Sen. Int. No. 1034, by Mr. Gibbs.)

To amend the Public Service Commissions Law in relation to values for rate making purposes.

Adds new Section 24-a, providing that a commission shall not fix a value for rate making purposes of so much of the property of any person or corpora-

tion subject to the jurisdiction of said commission as was included in the latest annual report of any such person or corporation filed with the State Tax Commission, higher than the value placed on such property by such person or corporation in such report.

Requires Teaching of Fire Prevention in Public Schools

(Sen. Int. No. 898, by Mr. Fearon.)

To amend the Education Law in relation to instruction in the public schools on the subject of fire prevention.

Adds new Article 28-a, requiring the Board of Regents to prepare a course of instruction and study in fire prevention for use in the public schools, for the information of the pupils as to the best means for protecting lives and property from loss or damage as a result of preventable fire. School boards and trustees must arrange to have all the public school pupils given instruction on this subject at least one hour per month by the regular school teachers.

Beer for Medicinal Purposes

(Assem. Int. No. 1369, by Mr. Caulfield.)

To add new Section 48-a to the Public Health Law, prohibiting the manufacture or sale for medicinal purposes of any beer or similar liquid unless the principal ingredients thereof be hops or malt. The Commissioner of Health shall determine that the amount of hops or malt contained therein is insufficient to make such beer or similar liquid of value as a medicine and shall serve or cause to be served a written order based on such determination on the person, firm or corporation manufacturing or selling the same.

Miscellaneous

Sunday Selling.—To amend Section 2147 of the Penal Law in relation to public traffic on Sunday, by permitting the sale of motor vehicles, equipment and supplies, also bread, milk, ice, ice cream, fresh fruit, soda and other waters, confectionery, flowers, prepared tobacco, drugs, medicines, surgical instruments, newspapers, magazines, and periodicals, at any time of the day on Sunday, provided they are sold and delivered in a quiet and orderly manner.

(Assem. Int. No. 1350, by Mr. Duke.)

Meter Readings.—To add new Section 23-a to the Public Service Commissions Law, requiring gas and electric corporations to furnish a copy of the meter reading each month, to the person responsible for the payment of the bill for gas or electricity consumed. (Assem. Int. No. 1328, by Mr. Moses.)

Affects Chattel Mortgages.—To amend Section 940 of the Penal Law, by making it a felony, instead of a misdemeanor, to fraudulently secrete personal property with intent to defraud the mortgagee or a purchaser thereof. (Sen. Int. No. 1035, by Mr. Duggan.)

Motor Vehicle Lights.—To add new Section 329-b to the Highway Law, prohibiting the use of colored lights on front of motor vehicles. Violation shall be punished by fine of not to exceed \$25. (Assem. Int. No. 1316, by Mr. Walsh.)

Meter Tests.—To amend Section 67 of the Public Service Commissions Law, by providing for prompt tests of gas and electric meters on complaint of consumer and for furnishing written report of result of such test to complainant and corporation affected. (Sen. Int. No. 972, by Mr. Dunnigan.)

House Numbers.—To add new Section 50-a to the New York Charter, authorizing the Board of Aldermen to provide that the President of each Borough may place proper numbering on houses in streets and assess cost upon the property affected, in case of default on part of owners. (Assem. Int. No. 1018 by Mr. Boylan.)

New Laws of 1921

Creates A Single-Headed State Industrial Commission

Chapter 50, Laws of 1921

(Sen. Int. No. 43, Print 560, by Mr. Knight.)

An Act in relation to labor, constituting Chapter 31 of the Consolidated Laws. Approved March 9, 1921; effective immediately.

In addition to recodifying the Labor Law, this Act abolishes the Industrial Commission created in 1915, consisting of five members, and the Industrial Council, consisting of nine members, as well as the positions of Counsel and Secretary to the Commission, and pro-

ADVANCE GRIST OF NEW LAWS FROM THE ALBANY MILL

vides that hereafter the head of the Department of Labor shall be the Industrial Commissioner, to be appointed by the Governor for a term of four years, at an annual salary of \$8,000. The Commissioner is empowered to abolish, consolidate, or reorganize any or all of the existing bureaus or divisions in the Department, to remove or transfer present officers and employees, and to make such new appointments, including a Deputy Commissioner, as he deems necessary. He is also charged with the enforcement of the Labor Law, the Workmen's Compensation Law and the Industrial Code, and is required to cause inspections to be made of all matters prescribed by the Labor Law and the Industrial Code; to investigate the condition of women in industry; to inquire into the cause of all strikes, lock-outs and other industrial controversies, and endeavor to effect amicable settlements thereof; and is permitted to establish and maintain public employment offices, to make investigations, collect and compile statistical information and report upon the conditions of labor generally; and to enforce ordinances relating to places affected by the Labor Law.

There is created an Industrial Board of three members, to be appointed by the Governor, each for a term of six years, except that the terms of the members first appointed shall expire, one on January 1, 1923, one on January 1, 1925, and one on January 1, 1927; each to receive an annual salary of \$8,000. The Board is empowered to make, amend and repeal rules for the enforcement of the Labor Law, to hear and determine all claims under the Workmen's Compensation Law, and all appeals for variations from the Labor Law and the rules of the Industrial Board affecting the construction or alteration of buildings, exits therefrom, the installation of fixtures and apparatus or the safeguarding of machinery and prevention of accidents.

The Governor is required to appoint the Commissioner and members of the Industrial Board within 30 days from March 9, 1921.

Tax Commission Reorganized

Chapter 90, Laws of 1921

(Sen. Int. No. 211, Print 890, by Mr. Davenport.)

An Act in relation to reorganizing the State Tax Commission. Approved March 16, 1921; effective immediately.

Continues the State Tax Department and creates a new Tax Commission of

three members to be appointed by the Governor. Of the commissioners first appointed one shall hold office until January 1, 1923, one until January 1, 1925, and one until January 1, 1927; thereafter appointments shall be for a full term of six years. Each member appointed must possess knowledge of the subject of taxation and skill in matters pertaining thereto. The Governor to designate the President of the Commission, who is to have sole charge of the administration of the department, and is empowered to abolish or consolidate existing bureaus, divisions and positions in the Tax Department and to transfer or remove any officer or employee thereof.

The powers and duties of the State Comptroller relating to corporation taxes, inheritance taxes, stock transfer taxes and personal income taxes; and the powers and duties of the Secretary of State, under the Highway Law, in relation to motor vehicles and motor cycles are transferred to the new Commission, effective July 1, 1921. The powers and duties of the present Tax Commission, including the administration of all State tax matters, are conferred upon and continued in the new Commission.

This Act centralizes under a single jurisdiction the present scattered and divided administrative authority and machinery relating to the collection of various State taxes.

Protects American Legion Button

Chapter 42, Laws of 1921

(Assem. Int. No. 22, Print 197, by Mr. Fox.)

An Act to amend the Penal Law in relation to unauthorized wearing of badge or button of the American Legion or the Military Order of the World War. Approved March 9, 1921; effective immediately.

Subdivision 1 of Section 2240 is amended by making it a misdemeanor for any person to wear the badge, insignia, rosette or button of the American Legion or the Military Order of the World War, unless entitled to use or wear the same under the constitution and by-laws, rules and regulations of those organizations.

Permits Corporations to Issue Stock to Employees

Chapter 45, Laws of 1921

(Sen. Int. No. 320, Print 333, by Mr. Walton.)

An Act to amend the Stock Corporation Law in relation to issuing stock

to employees. Approved March 9, 1921; effective immediately.

Section 62-a is amended to provide that any corporation may, with the consent of the stockholders under such restrictions as they shall impose, issue any part or all of its unissued stock or additional stock authorized by Section 62, to its employees or to the employees of a subsidiary corporation.

Protects Employees' Wages in Hands of Receivers

Chapter 22, Laws of 1921

(Sen. Int. No. 47, Print 47, by Mr. Knight.)

An Act to amend the General Corporation Law in relation to payment of wages by receivers. Approved March 3, 1921; effective immediately.

Adds new Section 261-a, to read as follows:

Payment of wages by receivers. Upon the appointment of a receiver of a corporation organized under the laws of this State and doing business therein, other than a moneyed corporation, the wages of the employees of such corporation shall be preferred to every other debt or claim. The provisions of section 230 of this chapter do not apply to the provisions of this section.

Chapter 23, Laws of 1921

(Assem. Int. No. 287, Print 781, by Mr. Bradey.)

An Act to amend the Partnership Law in relation to the payment of wages by receivers. Approved March 3, 1921; effective immediately.

Adds new Section 71-a, to read as follows:

Payment of wages by receivers. Upon the appointment of a receiver of a partnership the wages of the employees of such partnership shall be preferred to every other debt or claim.

Affects Sales of Used Motor Vehicles

Chapter 81, Laws of 1921

(Assem. Int. No. 788, Print 841, by Mr. Wheelock.)

An Act to amend the Highway Law in relation to the transfer of used motor vehicles. Approved March 16, 1921; effective July 1, 1921.

Subdivision 8 of Section 282 is amended to provide that upon the sale or transfer of a registered motor vehicle the seller must transfer to the buyer the certificate of registration indorsed to show name and address of the buyer and date of delivery, together with a statement of transfer of ownership, which statement must be executed by the buyer and filed with the Secretary of State within ten days. A motor vehicle so transferred may be operated and driven under the original registration for a period of ten days from the date indorsed by the seller on the certificate of registration.

PROTESTS AGAINST DOUBLE PAYMENTS

**Both Import and Export Duties
Levied in Some Countries
on Rejected Goods**

APPEAL TO STATE DEPARTMENT

The attention of the Department of State has been drawn by The Merchants' Association to the practice which prevails in certain foreign countries of collecting both import and export duties upon shipments of merchandise which are rejected by consignees.

Practice Described in Letter

In a letter to the Hon. Wesley Frost, Acting Foreign Trade Adviser of the Department of State, Mr. S. C. Mead, Secretary of The Merchants' Association, says:

"On various occasions the attention of The Merchants' Association has been drawn to a practice effective in certain foreign countries which our members feel to be unwarranted and unfair. We refer to the requirement that merchandise shipped to the countries in question and for one reason or another not entering consumption in that country but later either returned to the sender or reshipped to another foreign destination is compelled to pay an import, and in some cases an export duty.

Must Pay Duty Twice

"It is reported to us for instance that the laws of Brazil, Cuba, Argentina, and possibly other foreign countries are such that American merchandise cannot be returned without paying import and export duties. This, as you will fully appreciate, works a material hardship on merchants forwarding goods which are not accepted by the consignee. In many cases the duties are so excessive that the merchandise must be sold at auction, as a result of which only a low figure is realized.

"You are doubtless aware of the fact that merchants all over the United States have faced this condition in connection with many of their Cuban shipments during recent months.

Heavy Toll for Return of Goods

"An illustration of conditions in Brazil is shown by one of our members who forwarded a consignment of goods valued at approximately \$9,000, which

consignment was held in a customs house in Brazil, the merchandise being rejected by the customer. Our member cabled to have the merchandise returned to him and was informed that he would have to pay approximately \$4,200 duty to have the goods sent back.

"A recent illustration in connection with a similar situation developed regarding a consignment of gold solders forwarded by one of our members through the medium of the American Express Company to a firm in Buenos Aires, Argentina. Upon the arrival of the merchandise the customer refused to accept the shipment. The goods remained in the custody of the Express Company, never having been received by the customer. The regular import duty was paid. When the American Express Company wished to return the merchandise to our member in New York they were charged export duties amounting to \$160.71. In this case the merchandise had passed through the Argentine customs, but it had never been unpacked or delivered to the local firm in that city. Nevertheless the import duty paid was not returned and an export duty was collected as indicated above.

A Needless Hardship

"We think you will agree with us that this condition works a needless hardship upon American shippers. It is probably true, however, that American merchandise is not discriminated against in this particular, similar treatment being accorded, doubtless, to shipments originating in other countries. We also appreciate that, naturally, each country must exercise full sovereignty in controlling its taxes of every character. Nevertheless it occurred to us that it would be well to invite your attention to the situation so that the Department of State may give it whatever consideration it deems best."

AIDING FOREIGN TRADE

The Foreign Trade Bureau of The Merchants' Association, during February, dealt with ninety-three inquiries from houses desiring the names of firms with which foreign trade in specified articles might be undertaken. These inquiries included 235 commodities. The names of 391 houses were suggested to the inquirers.

SHRINKAGE IN EXPORTS

A shrinkage of \$67,700,000 in American exports took place in January.

Why not file "Greater New York"?

"MR. COLLINS" GETS NEWSBOYS TO BEG

"Fagin" Teaches Lads to Collect for Mythical "Dinners" and Fabulous "Outings"

TOO ELUSIVE TO BE CAUGHT

Prepared by the Bureau of Advice and Information of the Charity Organization Society

He is a bright eyed little chap, a bundle of papers under his arm, a ragged cap on the back of his head. When he trots along beside you as you hurry to your train at Grand Central and asks politely "Please mister, help the Newsboys' dinner! Only a quarter!" You catch his friendly smile and toss him the coin with a vaguely pleasant sensation of having done a good deed.

A Vicious Fraud

As a matter of fact you have contributed to one of the most perplexing and vicious of the frauds that mask themselves as charity. For years there has existed in the city a real Fagin who trains boys to beg and who has eluded the best efforts of the authorities to capture him. He is called "Mr. Collins," and his office is vaguely stated to be "downtown." The boys beg according to the season,—in the summer for a camp, in the winter for holiday dinners. They are taught to avoid the police, and are adepts in "fading away" when any effort is made to detain or question them. Nothing is known as to who Collins is, or indeed if he is more than a name.

Rendezvous at Grand Central

During the past week the streets around Grand Central Station have been the rendezvous of these boys. They are supplied with tickets, cheaply printed, which read "The Newsboys Easter Dinner to be held at Carnegie Hall on Sunday, March 27, 1921. By order of Commissioner, Mr. John Collins. Price 25 cents."

Leaders in work for young boys including officers of the Children's Court, the Society for the Prevention of Cruelty to Children, and the Children's Aid Society are emphatic in urging the public to refrain from contributing to boys collecting money on the street. No sound organization permits it, and the whole practice is vicious and dangerous.

GENERAL LIBRARY
APR-5 1921

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, APRIL 4, 1921

No. 14

Meeting Will Hear About Conditions in Russia

Members' Council of The Merchants' Association Has Called a Luncheon Meeting for Next Wednesday to Listen to Statements of Fact About Russia from Two Secret Service Men Who Have Until Recently Lived in Russia and Know the Situation from the Inside

The Members' Council of The Merchants' Association will hold a Luncheon Meeting at the Hotel Astor on Wednesday, April 6, to discuss existing conditions in Russia.

Discussion is Timely

Attention has been directed to the Russian trade situation by the request made of this Government for the establishment of trade relations between that country and the United States. In view of this request, any recent information as to the actual situation in Russia is of value.

Sir Paul Dukes Will Speak

The principal speaker at the meeting will be Sir Paul Dukes, who will speak on "Russia from Within." He is a member of the British Secret Service. He went to Soviet Russia, joined the Communist party of Lenin and Trotsky and became a munition worker for the Soviet. He joined the Petrograd Soviet and served in the Red Army. The information which he gained by thus entering the inner councils of the dominant faction in Russia is vivid and intensely interesting.

Captain Martin Second Speaker

The second speaker of the meeting will be Captain Hugh S. Martin of the Military Intelligence Division of the United States Army. Captain Martin went to Russia in 1916 as Special Attaché of the American Embassy in

Members' Council LUNCHEON MEETING

SUBJECT:

Russia From Within

SPEAKERS:

SIR PAUL DUKES

Of the British Secret Service, Who
Joined the Bolshevik Red Army
in Soviet Russia

CAPTAIN HUGH S. MARTIN

Of the American Army Intelligence
Service, Who Was Permitted to
Participate in the Deliberations
of the Bolsheviks

DATE—APRIL 6

PLACE—HOTEL ASTOR

DOORS OPEN—12.00

LUNCHEON—12.30

SPEAKING—1.00

ADJOURNMENT—2.00

\$2—PAY AS YOU ENTER

Petrograd and he spent three and a half years in Russia in the diplomatic and military service under the Czar, Kerensky and Bolshevism. He was among the last American officials to leave Russia. He was the only loyal American to be taken into virtual membership in a Bolshevik Soviet and permitted to participate in its deliberations. His opportuni-

ties for gaining information were increased by the fact that he speaks the Russian language and married a native Russian. He made a thorough study of Bolshevism from the inside, coming into contact with the system in cities and towns, industrial centers and peasant villages.

Mr. William C. Breed, Chairman of the Members' Council, will preside.

Reliable Information Important

The attempt of Great Britain to renew trade relations with Russia and the efforts which Lenin is making to establish similar relations with other civilized countries give interest to all available information.

Comparison of Trade Values

According to official figures of the Department of Commerce, the trade of the United States with Russia in 1920 was approximately \$40,000,000 as compared with \$50,000,000 in 1913. Great Britain's trade with Russia in 1920 reached a total of \$247,000,000 as compared with \$330,000,000 in 1913. Japan's trade with Russia was worth \$10,000,000 in 1920 compared with \$3,000,000 in 1913. Switzerland did \$24,000,000 worth of business with Russia in 1919 as compared with \$25,000,000 in 1913.

The total value of the Russian trade of these four countries for the latest year available was \$320,000,000 as compared with \$410,000,000 in 1913.

Need Iron and Steel Plant on New York Harbor

Consumers Tell Why They Would Be Glad to Patronize a Plant Located in this Section—It Would Save Freight Charges, Ensure Regular and Prompt Deliveries and Make Competition in Foreign Markets Easier—Interesting Letters Received by Industrial Bureau

Prepared by the Industrial Bureau of
The Merchants' Association

The location of an iron and steel plant on New York Harbor is much favored by local consumers of iron and steel products, and such a plant would greatly benefit from the advantages of the large immediate market. This is shown in reports sent to the Industrial Bureau of The Merchants' Association by sixty consumers of iron and steel located in and around New York City.

Why They Want Plant Here

Although these concerns represent only a small percentage of the total number of local consumers, yet their annual demands for iron and steel products exceed 500,000 tons.

They favor the location of an iron and steel plant in New York City, and would be anxious to patronize such a plant, because, as they state, it would give them quicker and more certain deliveries, lower freight charges, and improved conditions for exporting and competing in foreign markets. It would permit a choice between rail, water and trucking facilities in securing deliveries, and thereby eliminate the present uncertainty and inconvenience of delayed shipments due to factors tending to tie up one or another of these means of transportation.

Many Industries Represented

The sixty concerns which have reported in favor of the location of an iron and steel plant here represent many different industries, such as building construction, shipbuilding, elevators, oil refineries, printing machinery, watches, clocks, road machinery, railroads, plumbing fixtures, metal stamping and sheet metal works, iron foundries, steel foundries, forge shops, importing and exporting, pianos, ball bearings, scales, screw machine products, electrical appliances and miscellaneous machinery.

Only nine concerns reported any doubt as to the advantages of New York City for the location of an iron and steel plant.

The Association's inquiry regarding the consumption of iron and steel in

this district and the advantages which would accrue to a local manufacturer because of the large local market resulted from an exhaustive study made by the Industrial Bureau some years ago to determine whether or not iron and steel could be economically manufactured in this City. The conclusions of this study were favorable to a New York location.

Interesting Letters Received

The greatest interest has been shown in The Association's inquiry by consumers of iron and steel products, and many interesting letters have been received, outlining the advantages which would accrue, not only to consumers but to manufacturers of iron and steel in New York City. It is pointed out that New York City would not only be a very advantageous location from which to carry on an export business in iron and steel products, but that this location is far superior to an interior point for the shipment of iron and steel to points on the Pacific Coast as well as to Atlantic and Gulf ports. The facility with which Champlain, Cuban and other foreign ores could be secured for manufacturing in New York City is also emphasized, as well as the facility with which Superior ores can be shipped here entirely by water. The advantages of a location on the waterfront, thus permitting direct water shipment, are also considered very important.

A large consumer on the Pacific Coast writes:

"It is our opinion that if steel products could be secured at tide-water on the Atlantic at prices reasonably approximating those of the steel district, that a large percentage of the Pacific Coast requirements of these products would move from the Atlantic to the Pacific by water."

Blast Furnace Needed

A New York manufacturer of brass and iron goods writes as follows:

"As this Company is an important user of pig iron, and in the past has been seriously inconvenienced by reason of uncertain and delayed delivery by this class of raw material, we would, with other things

like quality and price being equal, naturally be inclined to place orders for pig iron with parties manufacturing, so that they could give us prompt and reliable deliveries.

"We believe that if a blast furnace were located in or around the harbors of New York City, it would be best able to make such deliveries, and we believe that such a plant is urgently needed."

An Advantageous Location

The Vice-President of a large concern dealing in iron and steel products states:

"We believe an iron and steel plant located in the Metropolitan district, especially directly on the water front, would be a paying proposition, it would add many facilities to New York harbor, and bring considerable business into this territory. It would be a big thing for New York City, it would get us ore entirely by water from the mining regions of the Northwest, or from near-by points by rail. The highest cost would probably be on coke, which would have to be brought a long distance by rail. This would be offset by low transportation charges on ore and the saving in freight on the finished product to seaport for export.

"There are large quantities of iron and steel used not only in the Metropolitan District, but along the seaboard, North and South, where satisfactory freight rates can be secured, and a plant located here could also export business to excellent advantage, not only in the matter of freight and cost, but also in giving quick service. We believe there is no other point located as advantageously as New York; first, on account of getting ore by way of the Erie Canal and the Hudson River, entirely by water; and secondly on account of the excellent shipping facilities to all points, provided the plant is located right on the water front."

The Transportation Question

A large manufacturer of road machinery located in New York writes:

NEW YORK CONSUMERS WANT IRON AND STEEL PLANT

"The importance of getting material from Pittsburgh is often a very serious handicap, especially when transportation conditions are bad, and a project such as you suggest should appeal to most manufacturers of iron and steel products in this country."

A large exporter of steel products writes:

"On account of the present exorbitant freight rates, a plant in such a location would, of course, mean a tremendous saving to us, and would enable us to compete in foreign markets, where we are unable to do so at the present time on account of the excessive freight rates."

Plenty of Business

A manufacturer of farm machinery states that he believes:

"That a steel mill, thoroughly equipped, properly financed, and properly managed, should be able to get all the business it could take care of under normal conditions, and compete with any of the mills in the United States.

"I have often wondered why large steel mills have not been started somewhere around New York. The majority of the iron ore at the present time is brought by boat to Erie, then by rail to Pittsburgh. This iron ore could be brought from Buffalo through the Canal, down the Hudson to blast furnaces, which would in turn supply the rolling mills on the Hudson River. Of course, there is iron ore in the Virginia districts, which can possibly be bought cheaper, but I believe it is necessary to use some of the Superior ore."

Desired by Shippers

An oil concern operating in Mexico and South America writes:

"We believe that with a plant so situated, embodying facilities outlined, shippers like ourselves would no doubt be glad to avail themselves of the many advantages which this would afford."

A similar concern states that:

"A great majority of our purchases are for Mexico, and are, therefore, handled by water. Price and quality being equal, we would tend to ship via New York rather than any other port."

A large manufacturer of hoisting machinery writes as follows:

"In reply to your question as to whether or not New York City as a center for iron and steel products would offer attractive advantages to us as consumers, we wish to say that in our opinion it would prove of considerable value, not only to this company but also to many others engaged in the manufacture of machinery utilizing these products. We think some evidence of this can be shown from the fact that one very large steel company located in Pennsylvania evidently has found it of some advantage to keep a large stock of iron and steel in the vicinity of this city."

Would Save Time

The following letter from a large local manufacturer of machinery is characteristic of the general opinion among consumers of iron and steel regarding the location of a mill on New York Harbor:

"Our opinion is that this district has long suffered from the lack of mills of this nature.

"Our company would welcome an opportunity to submit our specifications to a blast furnace in this district, if they would produce foundry iron; and, as a matter of fact, we would be pleased also to have a part of our requirements of steel bars and shapes produced in steel mills in the immediate vicinity, if for no other reason than to reduce the time in transit to our consuming points in this territory."

From Sheet Metal Consumers

The three following quotations are characteristic of the opinion of manufacturers using sheet metal in this district:

"While we are small consumers of iron and steel, we must say that it would be a great advantage, even at a slightly higher figure, to be able to procure such products right here at our door."

"It has always appeared to us that a well-equipped steel mill located within truckage distance of the New York market would be a distinct advantage to users in this locality."

"First and foremost, benefit would be that the product could be taken from the mills direct to con-

sumers loading here, without holding cars when they arrive here, as is the case with shipments coming from inland mills. Secondly, the local manufacturers would be greatly benefited, as there is a very large consumption of steel in this territory."

Needless Shipments

A large local shipbuilder writes as follows:

"An enormous amount of scrap steel is gathered and shipped, at large expense for freighting, from New York City to inland steel mills for re-manufacture into new steel. It seems to me that this large volume of New York scrap steel should be manufactured in New York City and used in New York City, so saving transportation costs away from New York City to the inland steel mills and return freight back to New York. I believe that a modern, properly equipped steel mill on New York Harbor, using a large percentage of New York scrap and a small percentage of new pig iron, should be able to manufacture steel profitably for consumption in New York and near-by markets."

Would Be of Advantage

Another shipbuilder states:

"A plant located in New York Harbor, manufacturing iron and steel products, would be of considerable advantage to ourselves, and all other yards building or repairing steel vessels, as we would certainly be able to get better deliveries from such a plant than those we are obliged to purchase from now."

A local manufacturer of drop forgings writes:

"We would be very pleased to see such a plant located here, and, prices and quantity being equal, it would be to our interest to purchase in this locality, because long delays in receiving material and obtaining rollings at time of business activity often makes it necessary for us to order one year ahead of our requirements on steel bars. We should think a plant within trucking distance of any section of Greater New York would be a great advantage."

A New Jersey machine shop reports as follows:

WHY CONSUMERS WANT IRON AND STEEL PLANT

"We believe that a blast furnace in this locality would be of great advantage, and if there was such a furnace we would, of course, patronize it on an equal basis."

Would Remove Handicap

A Hoboken concern using sheet steel, bar iron and steel and pig iron, writes that:

"We would be materially benefited by being able to purchase our material in this vicinity, as we have been seriously handicapped in the past."

A New York City manufacturer of ranges and kitchen appliances states:

"All we are interested in is the sheet and band iron market, and we would very much like to have mill in this vicinity that could take care of these items, as we think it would be of advantage to the manufacturer and the consumer as well."

Market Is Ready

A large local dealer in iron and steel products reports:

"We believe that there are enough consuming plants in the New York District to warrant the erection of a large steel mill in this vicinity. In this connection, beg to state that most of the export steel from Pittsburgh or Chicago Districts is shipped out of the Port of New York.

"With the present high freight rates, quite a saving could be effected by shipping from a plant here. As to the costs of raw materials, beg to say that many of the ores used by steel plants are imported, and have to be shipped from tidewater to the consumer.

"The inland freight on these ores would, quite naturally, be done away with. The costs of domestic products consumed by the steel companies would not be sufficiently greater to New York than to the steel centers to make any great amount of difference."

Would Aid Manufacturers

An electrical manufacturing concern located in Manhattan states:

"An iron and steel plant located on New York Harbor would be a decided advantage to the many manufacturers in this district. Our

manufacturing schedule was held up during the period of the railroad strikes, and I am sure that the advantage of steel mills located near New York would be considerable in times such as we have experienced during the last few years, to say nothing of the saving in time lost in transportation delays even in normal times."

FOR NEGOTIABLE PARCEL RECEIPTS

The adoption of negotiable international parcel post receipts has been suggested by The Merchants' Association in a letter addressed to the Second Assistant Postmaster General, as follows:

"The attention of The Merchants' Association of New York has been called to the benefit which would follow the inauguration of a system of international parcel post receipts which were negotiable rather than non-negotiable documents. We refer primarily to receipts in connection with merchandise moving by parcel post from foreign countries into the United States. Post office receipts are invariably made out, we understand, direct to the consignee without the phrase 'or order,' the elimination of which makes a parcel post receipt a non-negotiable document. Bankers, however, must have a negotiable document, such as is true in connection with bills of lading, freight bills, warehouse receipts, etc. to make free use of it.

A Valuable Asset

"You are of course well aware of the growing and valuable asset of international parcel post to the business of the United States, this service being exceedingly satisfactory when shipments are small or merchandise is required on short notice.

"The object of this letter is to make inquiry as to whether or not the Post Office Department has given consideration to the feasibility and desirability of attempting to bring about a general use of such a document as is above referred to. The material improvements in the foreign parcel post system which have been developed during recent months, largely at the suggestion and through the instrumentality of the United States Post Office Department, warrant the expectation that every possible consideration will be given to this proposal."

PACIFIC COAST FLY PRIZE IS AWARDED

Trophy Is Conferred Upon Citizen Who Swats from a Sense of Duty

WINS PACIFIC CHAMPIONSHIP

A special prize has been presented by Mr. Edward Hatch, Jr., Chairman of the Committee on Pollution and Sewerage, to Mr. Robert S. Person of Glendale, Los Angeles County, California, as Pacific Coast champion in the annual contest for the capture of the first house fly of the new year.

The Trophy Bestowed

Mr. Person's claim to the championship was set forth in a letter in "Greater New York" on January 31. The prize was forwarded to him by Mr. Hatch with a letter in which he says:

"In recognition of your service to the cause of house fly extermination, as set forth in your letter of last January, to The Merchants' Association, I take pleasure in forwarding to you a trophy which has been awarded to you as Champion of the Pacific Coast in our 1921 competition for the destruction of the first fly in the new year.

"In making this award, due consideration was given to the difference in time between the Atlantic and the Pacific Coasts. For the purposes of the award, a Pacific Coast Zone was established, and with the award the title of the Champion Fly Swatter of the Pacific Coast Zone is conferred upon you.

The Swatting Spirit

"Due weight was also given to your assurance that you swatted this fly not from any mercenary motive or hope of reward but as a patriotic sanitary duty. This is the spirit which we are endeavoring to inculcate in the public mind and conscience throughout the nation.

"The delay in sending you the trophy which constitutes the award was due to the fact that it was necessary to import from Europe the pin, which is made of red coral carved in the image of a house fly.

"Trusting that you will continue your good work, and that you will enlist and organize to the extent of your ability anti-fly forces in your Zone, I have the honor to be," etc.

PROTESTS AGAINST NATIONAL RULES

This Association Demands Abrogation of Agreements Which Ignore Rights of Public

APPEAL TO RAIL LABOR BOARD

A telegram was sent Wednesday by Mr. Lewis E. Pierson, Acting President of The Merchants' Association, to Mr. R. M. Barton, Chairman of the United States Railroad Labor Board in Chicago, protesting against national agreements for the railroads.

"On behalf of the members of The Merchants' Association of New York," Mr. Pierson said, "we wish to record emphatic protest against the demand made on behalf of railroad employees that the National agreements, rules and working conditions imposed by the Federal Railroad Administration be approved and continued in effect by the U. S. Railroad Labor Board.

"The entire burden of the railroad costs are borne by the public—who have not yet had an opportunity to present to your Board their vital interest in the matter.

Efficiency Impaired

"The evidence submitted to you during the hearing on this issue, we believe proves conclusively that uniform rules and working conditions, applying without distinction to all railroads alike, regardless of wide variation in operating conditions, result in extreme decrease in the efficiency and productivity of railroad labor, with enormous waste, the burden of which falls on the public.

"In order to provide transportation service of the extent and efficiency indispensable to the economic prosperity of the Nation, the public has recently been required to sustain a vast increase in its outlays for transportation.

"It is obvious that the enormous sum thus annually exacted from the public has not been applied to providing better transportation, but, we believe, has been in most part diverted to meet indefensible outlays made compulsory by the uniform rules and working conditions inherited from the Federal Railroad Administration, the continuance of which rules and conditions is now sought.

Economic Abuses Encouraged

"Under those rules economic abuses of immense extent have grown up. Evi-

dence has been shown that the number of employees required to produce a given output of transportation has increased approximately fifty per cent; that is, it now requires three men to do the work formerly done by two men; piece work has been abolished and shop productivity thus heavily reduced; low-grade employees have been consolidated into higher grades; time schedules have been adjusted to the maximum of pay for the minimum of work, and to force excessive overtime allowances. It is clear that railroad managers are practically deprived of the power of direct discipline, and through lack of effective control over their own employees are unable to enforce either economy or efficiency.

"On behalf of our members and the public we protest most earnestly against the diversion of the fund which the public is contributing to obtain adequate transportation, to any payment of wasteful labor costs resulting from excessively low standards of productivity and work, arising from centralization and uniformity.

The Rights of the Public

"It is the paramount right of the public that the railroad systems of this country be operated with the highest degree of efficiency and economy, and that result is impossible under uniform rules which cause low productivity and excessive labor costs.

"We urge therefore that the Board definitely disapprove national agreements and uniformity of rules and working conditions, as subversive of the public's right to efficient and economical railroad service; and urge the substitution therefor of rules and working conditions determined by direct agreement between each railroad line or system and its own employees."

VALUE OF FARM PRODUCTS

All farm crops of the country were valued at \$10,645,015,000 last year, based on December 1 prices paid to producers, the Department of Agriculture has estimated. That compares with \$16,035,111,000 in 1919 and \$10,156,426,000, the five-year average, 1914 to 1918, inclusive. Texas, maintained its place as producer of crops of greatest value with a total of \$727,400,000, which was half a billion dollars less than in 1919. Iowa retained second rank with \$459,191,000. Illinois, only slightly behind Iowa, continued its place as third with \$459,179,000.

ASKS APPROVAL OF HIGHWAY BILL

This Association Favors Donohue Bill Which Allows the Imposition of Drastic Penalties

WOULD ASSIST ENFORCEMENT

The Merchants' Association has asked Governor Miller to sign the Donohue bill amending the Highway Law with relation to the penalties for violation of its provisions.

Letter to the Governor

This bill is in line with the recommendations recently approved by The Merchants' Association for minimizing accidents. The letter to Governor Miller, which is signed by Mr. S. C. Mead, Secretary of The Association, reads as follows:

"The Merchants' Association of New York desires to record with you its approval of Assembly Bill Introductory No. 285, Print 287, by Mr. Donohue, to amend the Highway Law in relation to motor vehicles, chauffeurs and operators, and penalties for violations of provisions relating to motor vehicles, which measure was passed by the Legislature and is now before you.

"It is our belief that the amendments to the Highway Law, made by this bill, especially those permitting more drastic penalties to be imposed by Magistrates, will deter the recklessness of motor vehicle operators more effectively than the existing law and thereby tend to reduce the number of fatalities and injuries to persons caused by negligent or reckless drivers.

A Step in the Right Direction

"While we would like to have had unrestricted power given to the Secretary of State in the matter of revocation of licenses and provision made for thoroughly testing the fitness of applicants for drivers' licenses, we feel that the amendments contained in this bill will make possible a more sound and effective administration of the motor vehicle law. We therefore earnestly urge you to approve this measure."

WOMEN OUTNUMBER MEN

There are 2,804,884 males and 2,815,164 females in New York City.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of New Laws and the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Water Power Development

(Sen. Int. No. 1075, by Mr. Gibbs)

(Assem. Int. No. 1388, by Mr. Adler)

To add new Article 10-A to the Conservation Law creating a waterpower commission, consisting of the Conservation Commissioner, State Engineer, Attorney-General, temporary President of Senate and the Speaker of the Assembly. The Commission is empowered to make surveys and investigations and collect and record data concerning the developed and undeveloped water-power resources of the State, the locations or sites within the State where water power can be economically developed, the potentialities of such sites, the cost of developing the same, and such other data as it may deem necessary. It may issue to any person, association, or corporation, or to any municipality, a license for not to exceed 50 years, covering water power sites or lands, on payment of annual charge measured by a fair rental value for power purposes. Every license shall reserve to the State the right to fix reasonable rates to be charged by the licensee for furnishing hydraulic or hydroelectric power and to regulate the service, capitalization and secured debt of the licensee and the licensed project. Licenses may not be sold, transferred or assigned without written approval of the Commission, and may be revoked for failure to begin or complete a project within the time fixed therefor. Under conditions specified in the bill, property may be acquired by licensees, including transmission corporations, under an exercise of the right of eminent domain.

Milk Arbitration Board

(Sen. Int. No. 1070, by Mr. Straus)

Creates a State Milk Arbitration Board of five members to exist for four years only, consisting of the State Health Commissioners and four others to be appointed by the Governor, who must select appointees from names submitted

by the Dairymen's League, New York Milk Conference Board, New York State Grange, and the New York State Chamber of Commerce. The nominees of the last two organizations must not be engaged in or identified with the milk industry.

The Board would have complete supervision over the production, transportation, manufacture, storage, distribution and sale of milk and milk products, except as to authority of health officials in the matter of purity, sanitary conditions, etc., and would also have power to fix and adjust prices to be paid to producers and distributors and by consumers, which prices must permit a fair and reasonable return to the industry, and must be the result of unanimous agreement to be enforceable; to require reports in detail from producers and distributors as to production and sales and prices received; to create zones in New York City within which distributing concerns shall have exclusive trading rights; and in time of acute shortage to regulate the proportion of fluid milk that is to be sent into the market and the proportion that may be diverted to milk-product industries; and, when necessary, to protect public health, to take possession and operate milk producing and distributing plants; to investigate the methods and costs of production and distribution and all matters pertaining to the milk industry in New York State; to examine producers and dealers in milk and manufacturers of milk products, and to recommend remedial legislation.

Department Stores Not Permitted to Sell Drug Sundries

(Sen. Int. No. 1110, by Mr. Twomey)

To amend Section 239 of the Public Health Law in relation to the practice of pharmacy, by providing that in New York City merchants shall not sell ammonia water, bicarbonate of soda, borax, camphor, castor oil, cream of tartar, essence of peppermint, essence of wintergreen, non-poisonous flavoring essences or extracts, glycerine, sal ammoniac, saltpetre, sal soda, epsom salts, rochelle salts, sulphur, cod liver oil, vaseline, petroleum jellies, oil of origanum, oil of spike, flaxseed, malt extract, extract of beef, beef, iron and wine, extract of witch hazel, quinine pills, ca-

thartic pills, seidlitz powders, bay rum, tumeric, composition powder, porous plasters, court plasters, copperas, alum, lithia water.

Protects Employees of Subcontractor

(Assem. Int. No. 1421, by Mr. Harrington)

To add new Section 16-a to the Workmen's Compensation Law, requiring that in every contract with a subcontractor provision shall be made for compensation insurance for employees of the subcontractor. If the contractor has reason to believe the subcontractor is not financially responsible, or likely to neglect providing such insurance, he must notify the Industrial Commission within three days of the making of such contract, of the name and address of the subcontractor.

Any person, firm or corporation who fails to make provision for such compensation, or any such contractor who fails so to notify the Industrial Commission, shall be deemed the employer within the meaning of the Workmen's Compensation Law of all persons so hired.

Guaranty of Motor Vehicle Titles

(Assem. Int. No. 1427, by Mr. Wiswall)

To amend Section 170 of the Insurance Law, by adding new subdivision 3, authorizing title and credit guaranty corporations to examine titles to motor vehicles, to procure and furnish information in relation thereto, to make and guarantee the correctness of searches for all instruments, liens or charges affecting the same, and to guarantee and insure the owners of motor vehicles and others interested therein against loss by reason of defective titles thereto and encumbrances thereon.

Would Curtail Thefts from Libraries

(Assem. Int. No. 1406, by Mr. Jenks)

To amend Section 1308 of the Penal Law, in relation to buying or receiving stolen property, by making it a felony for a dealer or collector of second-hand books or literary material to buy or receive any book, manuscript, map, chart, or other work of literature, belonging to, or bearing any mark or indicia of ownership by, a public or incorporated li-

SUBSTANCE OF BILLS IN THE LEGISLATURE

brary, college or university, without ascertaining by diligent inquiry that the person selling or delivering the same has a legal right to do so.

Exempts Income from Building Association Shares

(Sen. Int. No. 1152, by Mr. Lowman)

To amend Section 359 of the Tax Law in relation to the definition of gross income, by excluding annual income derived from dividends, not exceeding \$500 in any one case, received by or credited to a member from his investment of savings in shares of a domestic savings and loan association.

No Charge for Gas Meters

(Assem. Int. No. 1452, by Mr. Neary)

To amend Section 66 of the Transportation Corporations Law, by prohibiting gaslight corporations from charging rental on gas meters or from making any charge for service in connection with the supply of gas. Violation subjects the offender to a fine of \$50 for each offense.

Creates State Board of Estimate and Control

(Sen. Int. No. 1136, by Mr. Lusk)

(Assem. Int. No. 1424, by Mr. McGinnies)

To amend the Finance Law and Section 26 of the Legislative Law.

Creates a State Board of Estimate and Control composed of the Governor, or a person designated by him, the State Comptroller, and the chairman of the Senate Finance Committee and the Assembly Ways and Means Committee. The Board would be required to consider and adopt plans for eliminating extravagance, waste and duplication of effort in the various State departments and institutions. Among other functions, the Board would take over the duties now performed by the Central Supply Committee in connection with the purchase of State supplies, and would also be charged with the preparation of the annual executive budget. The bill carries an appropriation of \$60,000.

Miscellaneous

Protects Highways.—To amend Section 24 of the Highway Law, by prohibiting use on State and county highways of traction engines, tractors, or machinery having wheels with corrugated, fluted or other surfaces designed to improve

traction or contact with roadbed, unless such wheels have some device to protect roadbed from direct contact. (Sen. Int. No. 1162, by Mr. Rowe.)

Workmen's Compensation.—To amend Section 12 of the Workmen's Compensation Law, by providing that in case injury results in disability of more than 14 days, instead of 49 days, as at present, compensation shall run from date of disability. (Assem. Int. No. 1409, by Mr. Borkowski.)

Hotel Employees.—To amend Section 161 of the Labor Law by providing that hotel employees must have one day of rest in seven. (Assem. Int. No. 1428, by Mr. Westall.)

Increased Gas Rates.—To amend Section 71 of the Public Service Commissions Law, by requiring corporations supplying gas or electricity, pending final determination of right to increase rates, to deposit with City Chamberlain, or other municipal officer, the difference between old and new rates. (Assem. Int. No. 1437, by Mr. McKee.)

Taxes Insurance Contracts.—To add new Article 17 to the Tax Law, imposing an annual tax of one per cent upon the amount of every policy of insurance or guarantee of indemnity and each renewal thereof, issued by underwriters not resident within the United States and not authorized to transact business in this State, upon property or risks located within the State, such tax to be paid by the insured. (Assem. Int. No. 1422, by Mr. Judson.)

INCORPORATIONS FALL OFF

Returns specially compiled by "The Journal of Commerce" indicate that during February 238 companies with an authorized capital of \$100,000 or more were incorporated under the laws of the principal States, representing a grand total of \$654,375,800. This is the poorest showing since April, when approximately 500 new enterprises took out charters, with an authorized capital of \$515,665,300. In February a year ago 945 companies were incorporated, with an authorized capital of \$1,158,861,000, while in January of the present year 1,189 concerns were organized with a combined capital of \$1,243,460,200. Since January 1 incorporations have reached \$1,897,836,000, compared with \$3,439,321,600 in the same period a year ago.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

AGAINST ENGINEER LICENSE BARRIER

Provisions of Senate Bill Which Would Put Engineering Corporations Out of Business Opposed

AMENDED BILL SATISFACTORY

The Merchants' Association has adopted a resolution opposing a proposal pending in the Legislature which would have the effect of barring engineering corporations from practice in New York State.

Prohibits License for Corporations

This proposal is contained in Senate Bill Introductory Number 145, Print Number 147, which requires engineers to obtain licenses and prohibits the granting of licenses to engineering corporations. The attention of The Merchants' Association was called to the measure by a letter from an engineering firm which is a member of The Association. The enactment of the measure would destroy many well-known corporations.

At a hearing given on the bill amendments were proposed and accepted and the bill was reprinted as Number 716.

In its new form it prohibits the issuance of licenses to engineering corporations unless the person or persons carrying on the actual practice of engineering on behalf of such corporations hold licenses.

Favors Amended Bill

After careful discussion the Executive Committee last Monday unanimously adopted the following resolution:

"Resolved, That The Merchants' Association of New York opposes the proposition pending before the Legislature for the purpose of requiring licenses for engineers and prohibiting the granting of such licenses to engineering corporations in the State of New York, and approves the amended proposition providing for the licensing of individual engineers and engineering corporations alike."

Representations in accordance with this action are being made to the Legislature.

A CENSUS FACT

There are 100 women for each 99.6 men in the State of New York.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.

LET THE PEOPLE DECIDE WHETHER THEY WANT DAYLIGHT SAVING

The Merchants' Association has written to the members of the Judiciary Committee of the Assembly asking them to make a favorable report upon a bill embodying a proposal to submit the question of Daylight Saving to the people of the State at the general election this fall.

This proposal is in line with the American theory of government, which provides for the rule of the majority. To shrink from this test is practically to deny the right of every citizen to have majority decision.

The Daylight Saving question has been thoroughly discussed. The general public is probably as fully informed upon the arguments for and against it as it is upon any measure of public interest. A vote upon it would represent enlightened and deliberate sentiment.

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A TIMELY LUNCHEON MEETING WILL DISCUSS CONDITIONS IN RUSSIA

The subject of discussion at the next luncheon meeting of the Members' Council of The Merchants' Association, which will be held on April 6, is particularly appropriate at this time when the dominant party in Russia is seeking to open trade relations with the civilized nations of the world, including the United States. Great Britain is endeavoring to negotiate a treaty which will permit the resumption of trade with the great territory which is now oppressed by Lenine, Trotzky and their associates. The United States has informed the Soviets that this country cannot trade with them until stability and security have been reestablished in Russia.

The speakers who will discuss actual conditions in the vast area from which so many conflicting reports and statements are emanating are men who are best qualified to portray what is actually taking place. One of them, as a British agent, succeeded in hoodwinking the Communists to such an extent that he

was admitted into their inner councils and actually served as a soldier of the Red Army. The other is an American intelligence officer who was the only loyal American ever virtually admitted to a Soviet organization and allowed to participate in the deliberations of the Bolsheviks.

Russia is today probably the greatest national and international problem. While the United States has always been especially friendly to the Russian people, the Soviet form of government, both in its theory and in its application, is so widely at variance with American principles and institutions that it seems impossible, if the accepted understanding of the situation is correct, that this country should have relations of any kind with Russia at this time.

Undoubtedly, there will be a large attendance at this luncheon and members who desire to listen to the absorbing narratives of Sir Paul Dukes and Captain Hugh S. Martin should lose no time in assuring their reservations.

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THE MEXICAN GOOD WILL COMMISSION BRINGS INFORMATION

The Mexican Good Will Commission, which visited this City last Monday and Tuesday for the purpose of explaining conditions in Mexico, and calling the attention of New York City business men to the International Trade Conference which will be held in Mexico City in June, brought up-to-date information.

The Commission was entertained during its visit by The Merchants' Association, which escorted its members to West Point, gave them a luncheon, and arranged a meeting to which business men were invited.

The visit of the delegation was important in view of the proximity of Mexico to this country and the trade relations which exist. A full account of the proceedings of the information meeting will be found on outer pages of this issue of "Greater New York."

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Good Will Mission Invites Exports to Mexico

This Association Entertains Visitors from Neighbor Republic—Trip to West Point Is Followed by Luncheon and Information Meeting at the Hotel Astor—Many Questions Concerning Conditions Are Asked and Answered—Political Questions Barred

Valuable information was given by the Mexican Good Will Commission at the meeting held in the Hotel Astor last Tuesday. Many inquiries regarding Mexico were made and answered.

About 300 There

The session was attended by about 300 New York City business men interested in Mexican trade and it lasted about two hours. It was held in the Rose Room of the Hotel Astor.

The members of the Commission arrived in this City on Monday morning and were entertained during their two days' visit here by The Merchants' Association. They were met at the Hotel Imperial by The Association's Reception Committee, the personnel of which was given in "Greater New York" last week.

Members of the Delegation

The members of the delegation were:

Mr. Fernando Leal Novelo, President of the Confederated Chambers of Commerce of Mexico;

Mr. Bruno Newman, Vice-President of the Confederated Chambers of Commerce of Mexico;

Mr. Leopoldo H. Palazuelos, Director of the Confederated Chambers of Commerce of Mexico;

Mr. William L. Vail, Director of Service Bureau of the American Chamber of Commerce of Mexico;

Mr. Dante Cusi, representing the Italian Chamber of Commerce of Mexico;

Mr. Adolfo Martinez, Mine Owner and Member of the Confederated Chambers;

Mr. Carlos B. Zetina, representing manufacturing;

Mr. Camillo Sansores, Sisal and Hemp Exporter;

Mr. Huberto Sheridan, representing "El Universal," a daily newspaper;

Captain A. W. Lewis, Capitalist, former Director-General of the Seattle-Yukon Exposition and Head of the Mexican Department at the last San Francisco Exposition.

With the delegation were Mrs. Carlos Cornejo, aunt of Mr. Novelo, Miss Beatriz Cornejo, niece of Mr. Novelo, Miss Newman, daughter of Mr. Newman, Mrs. Zetina, wife of Mr. Zetina.

Visited West Point

The Reception Committee escorted the Commission to the Grand Central Station, where a number of the Directors

of The Association joined the party, which proceeded in a special car to Garrison and crossed the river to West Point, which they had expressed a desire to visit. The party was received by the Commandant, and after luncheon at the hotel on the Reservation made an inspection of the Post and visited the chief points of interest, returning to this City in the early evening.

A small luncheon was given at the Hotel Astor to the Commission on Tuesday. Mr. Lewis E. Pierson, First Vice-President of The Merchants' Association, presided in the absence of President William Fellows Morgan, and welcomed the Commission to New York City. Mr. Fernando Leal Novelo, President of the Confederated Chambers of Commerce of Mexico, responded for the Commission.

Attended the Luncheon

Those who attended the luncheon were as follows:

Mr. Bertram H. Borden,
Mr. Lincoln Cromwell,
Mr. Charles R. Lamb,
Mr. J. Crawford McCreery,
Mr. John W. Nix,
Mr. Jose Gutierrez Guerra,
Mr. Lewis E. Pierson,
Mr. Leopold Plaut,
Mr. J. Louis Schaefer,
Mr. Henry R. Towne,
Mr. S. C. Mead,
Mr. R. H. Heller,
Mr. H. B. Walker,
Mr. James Gilbert White,
Mr. William H. Douglas,
Mr. C. F. Gregory,
Mr. Frederick D. Herbert,
Mr. C. A. Richards,
Mr. Moss,
Major George H. Richards,
Mr. Henry F. Samstag,
Mr. Donald B. Stewart,
Mr. Henry B. Twombly,
Mr. James Carson,
Mr. A. Barnaud,
Mr. Jerome Hess,
Mr. S. B. de Hayos,
Mr. Carlos Feliz,
Mr. J. M. Bejarano,
Mr. J. M. Velasco,
Mr. G. Enriquez Simoni,
Mr. Arturo Alcocer,
Mr. Manuel Padres,

Mr. Francis H. Sisson,
General Avery D. Andrews,
Mr. Lindsay,
Mr. H. H. Meyer,
Mr. Samuel,
Mr. Wm. M. Seabury,
Mr. Fernando Leal Novelo,
Mr. Bruno Newman,
Mr. Leopoldo H. Palazuelos,
Mr. William L. Vail,
Mr. Dante Cusi,
Mr. Adolfo Martinez,
Mr. Carlos B. Zetina,
Mr. Camillo Sansores,
Mr. Huberto Sheridan,
Capt. A. W. Lewis,
Mr. B. Riso-Franco.

At the conclusion of the luncheon the party adjourned to the meeting room.

Mexico Explained

Commissioners Answer Questions at the Afternoon Meeting

The afternoon meeting was called to order by Mr. Lewis E. Pierson, First Vice-President of The Merchants' Association, at 2:45 o'clock in the Rose Room of the Hotel Astor. In opening the meeting, which was attended by about 300 business men, Mr. Pierson said:

"Gentlemen, this is an informal business man's conference, which The Merchants' Association is very glad to arrange, in order that the business men from Mexico, who have been travelling through the Pacific Coast, the Middle West, just coming from Boston, where they have had the opportunity to meet similarly other business men of the United States, may sit down informally and discuss with you business matters of interest to them and of interest to you. These gentlemen represent the Chamber of Commerce of Mexico. Senor Novelo, the President of the Confederated Chambers of Commerce of Mexico, is with the group; but his associate, Mr. Bruno Newman, who is a director of the Confederated Chambers of Mexico, also a director of the American Chamber of Commerce of Mexico, has been asked by their group to make the opening address regarding the Cham-

VISITORS FROM MEXICO WANT MORE AMERICAN TRADE

ber. And on behalf of The Merchants' Association we simply wish to turn the meeting more or less over to them, so that they can tell you what is on their mind and you in turn can ask them questions, which they assure us they would be very glad to have you do.

"The matters that are to be dealt with are matters of interest to business men. They are not political matters. Anything bearing upon the political situation, of course, would be out of order, and would so have to be ruled.

"Now, gentlemen, of course, I know that I voice your pleasure in welcoming these gentlemen to New York and also your gratitude in having the opportunity to discuss matters of importance with them, and I am going to take a great deal of pleasure in introducing to you as the first speaker, Mr. Bruno Newman."

Mr. Newman's Address

Mr. Pierson's speech was received with applause, which was prolonged when Mr. Newman rose to speak. He said:

"To those of you who may not know I will repeat once more that the chief and only object of this delegation is propaganda—commercial propaganda, pure and simple—based upon an invitation which we bring to you as business men to send a delegation to our coming International Trade Conference, which is to be held in Mexico City June 20th to June 26th. This International Trade Conference is organized by the Confederation of Mexican Chambers of Commerce which represents fifty-four local Mexican Chambers of Commerce and four foreign Chambers of Commerce—the Italian Chamber of Commerce, the French Chamber of Commerce, the American Chamber of Commerce, and the Spanish Chamber of Commerce—in Mexico City. Our American Chamber of Commerce is working together and in harmony with the Confederation, to make this International Trade Conference the success which we hope it will be. We have traveled the entire Pacific Coast to Seattle, and from Seattle across to Boston. We are on our third lap down the Atlantic Coast and we will wind up through the Southern route.

Compliments The Merchants' Association

"We are highly gratified at the success we have had in every city and the seriousness with which this delegation has been met, and especially gratified at

the reception we have had at the hands of this, perhaps the most important business organization in the United States of America.

"We do not intend, and have not entered into, any discussion of possible counter propaganda. We feel ourselves beyond any insignificant squabbles. This trip has been approved by all the merchants in Mexico, by the American Chamber of Commerce in Mexico, and the United States Chamber of Commerce has been pleased to also approve it very warmly. Therefore we feel that we have no excuses or explanations to give in respect to our mission.

Purpose of the Visit

"We have found that in traveling across the country the practical means of somewhat dispelling a lack of intimate knowledge of Mexico and its business opportunities has been in forming a sort of forum, wherein we give everyone an opportunity to ask us questions relative to the business or industrial possibilities of development in Mexico. We have men who represent most of the different phases of the vital forces, in Mexico, on whom I will call for specific information—information that you may desire—and I hope that you will freely ask us all the questions pertaining—as Mr. Pierson has said—to commerce and industry only. We have nothing concealed up our sleeves. We are here on our own account in representation of the business community only.

"We are quite sure that upon our return we will be able to give a good account of the results of our mission, and those of us who are Americans and on this Commission are especially pleased at the reception this body has received as a representative Mexican body. Not only have we been able to smooth out some of the wrong conceptions many American business men have had, but I think our own delegation has received an entirely different impression to any previous impression that they may have had as to the possibility of real business relations between the two countries. This alone has more than repaid us for whatever time or work we may have put into this trip.

Mexico Wants Exports

"I have been told all along our trip that at the present time Mexico appears to be about the only bright spot in the export sun. And as you know, 80 per cent at least of the imports of Mexico are imports from the United States. We

are especially desirous not only to maintain that percentage, but to increase it if possible. This percentage has been obtained during the last few years perhaps in part through force of circumstances. The war has cut off transportation facilities from Europe and many of the goods previously imported from Europe have been bought in the United States, not perhaps so much by any special facilities or perfect methods of the American exporter, but we now would like to have the American exporter hold the advantage which he has obtained. If, therefore, you will ask, we will try to answer, and without any formalities I will ask you to just begin asking questions."

Questions and Answers

Mexico's Spokesmen Reply to Inquiries Regarding Conditions

In response to Mr. Newman's invitation a number of inquiries were made by business men in the audience. The questions and answers are given below:

The Parcels Post Situation

Mr. R. R. Fogel, R. R. Fogel and Company:—Mr. Chairman, I would like to know if there is any way of devising an improvement in the parcel post service with Mexico, on account of the great delays that are occasioned in the despatching of the goods through the customs houses.

Mr. Newman:—The parcel post now goes direct to Mexico City and is despatched at the customs house in Mexico City. It has been greatly congested for many months, chiefly because during the troublesome times many lines of business, and especially the shoe manufacturers, to expedite transportation and perhaps for safety's sake, were shipping thousands and thousands of shoes through parcel post instead of packing them in cases. Carloads of shoes were received at the border all in separate packages. I think now the congestion has been reduced greatly; but it really devolves also upon the shipper here to help out by having recourse to bulk shipments. Since the first of January the Mexican railroads have again entered the American Railway Association and they can now make direct car shipments through to Mexico without unloading and reloading at

EXPLAINS MOVING PICTURE SITUATION IN MEXICO

the border, and recently the Government has reopened the customs house at Mexico City, in order to facilitate the despatch of goods shipped direct to the Mexico City customs house. You will find that that is very effectively aiding in the prompt despatch of the parcel post shipments.

I may also say that perhaps it would be profitable to ship otherwise because the parcel post has a surcharge on the regular duties which brings the cost up considerably to the buyer down there, which may not mean much to you but it does to the man who buys down there.

Mr. W. H. Mahoney, Manager Foreign Trade Bureau, The Merchants' Association:—Mr. Chairman, is that a fixed surcharge—a certain percentage of the duty—or does it vary with the different commodities?

Mr. Newman:—It is a fixed charge—a 25 per cent fixed charge on the regular duties paid when they come by other means except parcel post. Also you won't have to pay for rehandling and possible losses.

Motion Pictures

Mr. Ormont:—Can you tell us Mr. Chairman, with particular reference to the typography, the climate and commercial advantages, if there are any, that particularly Mexico City might afford with respect to the establishment of a motion picture producing organization in that city and the making of pictures in and about Mexico City?

Mr. Newman:—There are four or five established studios in Mexico City today, which would prove that the topography and climatic conditions are favorable. There are two or three quite large ones and it is a new and thriving industry in Mexico.

Mr. Ormont:—With particular reference to pictures for distribution in English speaking countries rather than Latin or Latin-American countries?

Mr. Newman:—I imagine you would depend upon the organization to put in the proper people and work out the scenery and so on, but there is no reason why you should not make pictures for those people as well as the others.

Mr. Ormont:—These motion picture companies, are they Mexican companies?

Mr. Newman:—I think they are practically all controlled by Mexican capital. Perhaps there is some Spanish capital

in there. The largest theatre concern that has American capital, I believe they control fourteen picture houses throughout the city and surrounding cities; that is the largest concern that has motion picture houses. The studios are in the hands of natives altogether, I believe.

Mr. Ormont:—Do you know whether they are artificially lighted?

Mr. Newman:—I could not say.

Mr. Ormont:—Without speaking officially for the Mexican Government, how does the community as a whole receive an enterprise of that kind? That is, do they receive the cooperation of the merchants in a purely commercial way? Are they likely to receive the cooperation of the citizenry and the merchants generally? Take the situation in Los Angeles—the motion picture producing concerns were first well received, but that has rapidly been dissipated so that they are more or less taken advantage of on the West Coast. It is for that reason that a good many of the producing organizations are seeking new fields

Mr. Newman:—You will find that every legitimate business is well received in Mexico, and not only by the merchants but also by the government.

Mr. Ormont:—Is there any import tax on motion picture film—raw stock as we call it—coming in to be made there, that is photographed down there and then exported or returned to the United States?

Mr. Newman:—I think there is. There is an import duty on the raw material. There is no export duty on the finished picture. I am getting my information from the sub-secretary of Finance who happens to be here, so it is authorized.

Finances

Mr. Gonzales of the National Association of Manufacturers:—Would you mind telling us something about the banking facilities in Mexico?

Mr. Newman:—Do you mean credit?

Mr. Gonzales:—In the case of a bank which was closed, how they are going to help the merchants there—importers there—to finance their orders?

Mr. Newman:—There is a bill now before Congress. They are discussing the making of new banking laws which we all believe will greatly facilitate banking there, but I would advise Mr. Gonzales to do his banking if possible

at home with his own banker. That is what the exporter up here tells us. When we ask for financial assistance up here they say; "We prefer you to do your financing through your local banker. You have this added advantage that any financing that you can do up here will be done at less than half the cost to you that the possible financing and limited financing which you could obtain down there would cost. It would certainly be a wrong process for the exporter from the States to try to finance from the Mexican end—absolutely.

Mr. Gonzales:—I wanted to know what facilities the importer over there has for preparing the financing of his order sent to the United States, because you know that at this moment here there are some difficulties in financing the exporter, and if the merchant over there has some facility at home to fix that matter, it would be more advantageous and easier to enter into a more definite trade.

Mr. Newman:—Financial difficulties, I think, are world wide today, and Mexico also has its difficulties, and there is no question but to you here it would be easier to have the buyer down there do your financing. I believe you have better facilities here than you have down there, because our finances are limited. You would be extending the volume of your sales by aiding your man down there to finance up here because his cost would be greatly reduced. Down there his interest charges and discount charges are much higher; he would have to reduce the scope of his operations and therefore that would reduce the volume of his business and naturally also the volume of your business with him.

We have to a limited extent financial assistance, but I do not think we have the financial assistance down there yet that you have up here. We have hopes—and the banks up here are extending better facilities through their banking correspondents there, and perhaps sooner or later will do so directly. I believe your new Exporting Financial Corporation, which is now being formed here, with one hundred million dollars capital—it is the prime object of that corporation to aid exporting financing.

Mr. Franco Explains

Mr. Rios-Franco, International Lawyer from Mexico:—I think I can dwell upon your question a little more. You ask

ON TAXES, TRANSPORTATION FACILITIES AND CREDITS

of the facilities for banking in Mexico. Mexico has been for the last ten years a country in warfare and since 1911 we have not had a sound banking system, which we had before that time. Why have we not got a banking system now that may be taken to be on the same basis as all the other banking systems in the world in many respects? For one reason, because of the turmoil that we have had there. But now, with the government, as it seems, already established for quite a good time at least, we hope that laws will be enacted to facilitate the transaction of business and more so in the banking system.

We have, for example, right now in Mexico a thing which has caused a lot of trouble in our commercial system—a check can't be endorsed. Why can't a check be endorsed? That has been under discussion, and I think that in the coming meeting of the Congress it will be decided.

As for banking houses in Mexico, there are a few private banking houses which are doing business under laws which you may say are not in existence because they cannot be upheld, but in principle they exist; and afterwards, when the government which now reigns in Mexico has had a foothold in administration, these banking laws will be discussed. Therefore, I think in the coming time not far away, we may come back to the banking system in 1910, under the laws instituted by the Secretary of Finance in 1910.

The Chairman:—In order that the questions may be regularly answered, Mr. Newman I think would rather call upon some members of his own group who might happen to have the same information. Thank you very much for answering the question. You answered it very well but I am just mentioning that fact so he can call upon some member of his own group.

No Tax on Stock

Mr. Weisenberg of A. I. Clark and Company, Incorporated:—I would like to ask the gentleman if he can give me any information relative to article thirty-three of the Financial Code. I ask the question for the reason that we received a cable from our Mexican office, advising us that under this article we would be obliged to pay a very heavy tax for the privilege of carrying stock, and I have been to the Mexican Consulate and have not been able to obtain the information I am looking for,

and I thought possibly this board might be able to help us out.

Mr. Newman:—There is no Financial Code. You may have reference to the Commercial Code. But the taxes in Mexico are based practically upon sales. Just because you carry a stock imposes no extra tax upon you. You pay a tax on the capital invested and on the sales. There is no discrimination of any sort in small or large stocks. It is a fixed tax rate on the capital which your company has invested, and the other taxes are taxes based on sales.

Mr. Weisenberg:—We are acquainted with the commercial tax which is payable monthly, or every three months. My line of business is wholesale notions. We carry heavy stocks there and this tax is an addition. Now, we have not been able to find out just what it is for, but as far as we can learn, in addition to the regular taxes, it is apt to be from eight hundred to a thousand dollars per annum.

Mr. Newman:—I don't know just what you mean, except that it may be the Federal tax which is always an additional tax upon your regular tax. There is a fixed Federal tax upon local taxes—a certain percentage. It may be municipal tax. Where is your business located?

Mr. Weisenberg:—Gonzales 32.

Mr. Newman:—You pay the Federal district tax and on that you pay a certain percentage, which is the Federal tax, but there is no extra tax on your line or any other line. There are some businesses that have an especially computed tax, like tobacco or liquors. They are not extra taxes, they are an especially computed tax. But your line absolutely has no special tax, and I think the additional tax you have reference to is the Federal tax which is added to the other tax. That is fair for all of them, they all pay the same addition.

Transportation Facilities

Miss Robinson of M. Lowenstein and Sons:—I am interested with respect to the transportation facilities in Mexico. Have you anything to say?

Mr. Newman:—Mr. de Hayos, who represents the National Railway Commission in New York, will give you all the information you want.

Miss Robinson:—I want to know whether the roads are under private or Government control?

Mr. de Hayos:—The railroads are under Government control.

Miss Robinson:—Have they made any arrangements in respect to rates to Mexico City?

Mr. de Hayos:—Not yet. In view of the fact that the rates varied so much in the United States in different States we have not yet gotten through with computing the rates. As soon as they are completed we are going to establish through rates to Mexico.

Miss Robinson:—Tell me how the rates are fixed in Mexico.

Mr. de Hayos:—In Mexican money.

Miss Robinson:—Commodity or tax rates?

Mr. de Hayos:—They are all according to commodity.

Credits

Mr. Potter, of the Bayer Company:—Knowing conditions as you do in Mexico, if you were an American manufacturer, what would be your attitude as to credits to be extended in Mexico at this time, both in Mexico City and in Tampico?

Mr. Newman:—I think you can safely give at least the credits that you give in the United States and as a rule perhaps a little better. If you wish to extend your business or compete with Europeans you must give credit. I believe you do—you work through Lambert and Company down there—in some of your lines, in part at least, give some little credit. If you want real business and lots of it you will have to give credits and you have the banks here and organizations there who will be able to give you all the credit information you desire. And I might say that the losses in Mexico are less than they are in the United States. That, I think, can be borne out by many of the old houses who have done business with Mexico and I would like to ask Mr. Carson, of the National Paper and Type Company, who have done big business and have big interests in Mexico on credit for many years.

Mr. Carson:—We have done business for nearly twenty-one years in that Republic and we have been particularly fortunate because we have never had to close a door of any of our branches. We are guided in our conduct for giving credit by precisely the same rules that we would employ did we do business here in the United States.

REGULATION OF FOREIGN LANDHOLDING IN MEXICO

Mr. Moss, Dalton Adding Machine Company:—Can you tell me what the situation is at the present time in Tampico and in Vera Cruz in regard to freight shipments through to Mexico City? Would you recommend freight through Tampico or Vera Cruz or straight through the border?

Mr. Newman:—The cheaper route by far is the better route. There has been some congestion of freight at both ports. It is rapidly disappearing and I think Mr. de Hayos will be able to give you a little more information on that, although it is in competition with the railroads that I am advocating the water route.

Mr. de Hayos:—I would suggest that if you ship by Tampico it has a slight advantage over Vera Cruz. Both ports are congested. But within the last thirty days we have had about forty-five additional locomotives devoted almost entirely to the Tampico traffic. We had a little drawback on account of the strike. You probably read about it; but the strike was settled on the nineteenth of this month and I think by this time Tampico ought to be pretty well cleared and cleaned up. We have had an additional number of cars assigned exclusively to that route and I believe you will have no difficulty in getting your shipments through to Mexico by that route.

Cancellation of Orders

Mr. Jacobek, Carr Brothers:—If an American house takes an order from a Mexican customer at a certain price and fills its contract and ships on time and the price drops, and the Mexican house cancels the order, what recourse have we according to Mexican laws?

Mr. Newman:—About the recourse you have had up here—you take your loss! (Laughter) I believe cancellation originated somewhere around this part of the country. Really I will tell you that very little cancellation has been done proportionately in Mexico, and it has been due partially to the congestion in the ports where the goods were held up for several months, and to sudden withdrawal of credit facilities. Credit facilities were previously made by a bank, and during the recent money tightness these credit facilities were suddenly cancelled. A man was unable to fulfill his contract because his bank did not fulfill their part of the credit arrangements.

The average Mexican importer, I think, has done remarkably well, if I am correct in what I have read about cancellations from Central and South America and other parts. It hasn't been so much the difference in price, although I may say that some of your houses have been quite generous in reducing prices even after they had taken on goods at a certain price. The "get-together" spirit helps, but some of the cancellations were based on the withdrawal of credit facilities given down there, and also because of the big delay in receiving goods. If you have sold on sixty-day sight drafts, and a man down there has bought on six months or a year's contract for monthly deliveries, he will have six, eight or ten months' goods delivered at one time. The drafts all come in as before. He has not had the stocks to realize on. He could not find the banks to give him credit, and the result was he had to cancel.

It is almost a situation that has to be worked out in each line. The Mexican importer is not overstocked and I think you will have less difficulty in getting rid of your goods there than you would if goods were left on your hands up here. It is a question of time to give him a chance to catch up. If they had banks that would carry that stock for them, I think you would find there would be no cancellations.

Mr. Jacobek:—If we fill our contract, can we sue him under the Mexican law?

Mr. Newman:—The basis of all Mexican contracts, from what I know, is that they should be made in Spanish and down there.

Mr. Jacobek:—They are made down there.

Mr. Newman:—I think you have recourse then.

Bank Facilities

Mr. Vogelhut, of A. Klipstein and Company:—Are there any Mexican banks in Mexico City which guarantee bank facilities?

Mr. Newman:—There were. The stringency of the banking situation down there has obliged the banks not to extend credit. The banks have worked in combination with the banks up here. The banks up here have tightened somewhat I imagine, and there has been a consequent tightening down there. The Klipstein Company has done business down there for years. I

believe once upon a time they did business on an open credit basis, and I hope they will come to it some other time again. Mr. Vogelhut, I think, is trying to dig into me. I am one of his customers. (Laughter.)

Foreign Land Holders

Mr. William P. Schoen, of the New York Bar:—I would like to ask if it is possible for a foreigner or a corporation made up of foreigners to acquire a clear title to real property in Mexico.

Mr. Newman:—Mr. Vail, our real estate man, will be very pleased to answer that.

Mr. Vail:—It is rather a difficult question to answer at the present time, because the Government is now revising its land laws. A company with limited liabilities could not acquire lands under the present interpretation of the law. Lands are being acquired by foreigners constantly in Mexico, except within the specified seashore zone and within forty kilometers of the frontier.

Mr. Schoen:—I would like to ask another question. Suppose a large amount of American capital which I may desire to invest in Mexico. These people desire the title in whatever invested interests they may have, to remain in them. It is not possible, as I understand it, unless you connect with some Mexican, or Mexican house, before you can acquire a title. Is that it?

Mr. Newman:—Mr. Padres, will you be kind enough to help him on that? Mr. Padres, who is the Sub-Secretary of Finance, wants me to explain to you that any foreign individual can acquire property down there except in the limited zone, along the border and the coast; but in respect to that property which he acquires he must obey the Mexican laws covering that property. You do not lose your citizenship as an American, for instance, or Frenchman, or Spaniard; but naturally, just as you do here, the properties acquired in Mexico are acquired under the Mexican laws, and you hold them according to the Mexican laws, just like a Frenchman buying property in the United States naturally acquires them and holds them under the American laws.

Mr. Schoen:—Is there a code covering the holding of real property, printed in Spanish, or any other language?

Mr. Newman:—Yes, there is. Mr. Padres explains you do not have to use an intermediary down there. You can

INTERESTING INFORMATION ABOUT TRADE MATTERS

directly acquire the properties, and hold them, subject to the Mexican laws of freehold.

Drafts and Acceptances

Mr. Logan, Producers Trading Company:—Would the Mexican trader prefer to have an open account or to have a draft attached to the goods? The merchants in Brazil feel it is an insult to attach a draft.

Mr. Newman:—There was a time when the importer thought it was a reflection on his credit to have a draft attached. That has all gone by. They have for years bought under European acceptances, as you know, and all of us are buying under drafts, some on sight, and some of us are lucky enough to be given a little time. There is no objection, as far as I know, against any man who knows anything about actual business methods today buying under drafts, with shipping documents attached. As a matter of fact, I think 90 per cent of the commercial buying and selling which is done today is done that way with Mexico.

Mr. Marcus, M. Lowenstein and Son:—Am I correct in understanding that where a Mexican merchant makes a purchase in New York, with delivery on sight draft, and refuses to accept the merchandise at the point of delivery, that we have no recourse whatsoever?

Mr. Newman:—You can be sure he pays that draft before he gets his goods.

Mr. Marcus:—But he has refused the merchandise and his draft.

Mr. Newman:—That draft, with documents attached, will get to Mexico City long before he gets the goods; therefore, he must have refused the draft before ever he saw the goods.

Mr. Marcus:—We made a delivery, sent our draft down, the goods came down there, and the draft was refused. What recourse have we got?

Mr. Newman:—Why not foreclose and get your money? A draft that is not accepted should be protested within twenty-four hours, and have action within twenty-four hours.

Mr. Marcus:—I understand we have recourse?

Mr. Newman:—Absolutely. There are no days of grace when a draft is presented.

Unclaimed Goods

Miss Robinson:—How long can goods remain in the customs house before being confiscated by the Government?

Mr. Newman:—The Government does not confiscate goods.

Miss Robinson:—Suppose they are unclaimed?

Mr. Newman:—There is a storage charge which in time will eat up the value of the goods, but there is absolutely no confiscation.

Miss Robinson:—Even though the goods are not claimed for any length of time?

Mr. Newman:—When the goods are not claimed by either the buyer or the seller after six months, they are sold for storage.

Miss Robinson:—Who gets the proceeds?

Mr. Newman:—The owner of the goods, after the storage charges are deducted.

Preferential Duties

Miss Robinson:—Are there any preferential duties with respect to merchandise imported into the United States from other countries of the world?

Mr. Newman:—Retaliation would be more in order, I think, because all governments like to work together; but there are no preferential rates whatever with any one.

Credit Information

Mr. Frank, Frank and Pincra Company:—I would like to know if there are any special sources from which credit information can be obtained besides the usual sources such as the banks and commercial agencies—local sources, I mean—special commercial agencies local to the territory?

Mr. Newman:—Dun's and other financial agencies. You have recourse to the American Chamber or the Confederation of Mexican Chambers of Commerce. The Chambers of Commerce are willing to help in any way as far as is in their province. I think you can get pretty full and complete information on any one that is worth while selling to down there.

Mr. Frank:—Are there any commercial agencies in Mexico such as we have—Dun's or Bradstreets—up here?

Mr. Newman:—Dun has a wonderful organization in Mexico; you can get very good information through Dun.

Mr. Babson's Report

Mr. Potter of The Barrett Company:—Have you read the report of Babson's that came out either today or yesterday, on Mexico?

Mr. Newman:—I have not read it. I have not taken a special interest in his line of report. I have not read it. I do not know where Mr. Babson gets his information. I imagine it must not be very much first-hand information. He hasn't been down there very recently. But I have not read his report. I can't say.

Mr. Venice, of Peruva Company:—Under the present law can the Mexican Government claim prior right to ownership of real estate or property if it has been in the hands of a corporation for years?

Mr. Newman:—I see no reason why it should—based upon what reason?

Mr. Schoen:—I think he has in mind eminent domain.

Mr. Venice:—Our corporation always understood that the government retained ownership, or part ownership, in the property.

Mr. Newman:—What sort of property?

Mr. Venice:—A coffee plantation, acquired from an individual.

Mr. Newman:—There is no reason why the Mexican government should interfere in sales from individuals to another private individual or to a corporation.

Cotton Goods

Mr. Rose, of Carr Brothers:—What is the annual production in the Republic of Mexico of cotton piece goods, and also what different grades are they now manufacturing?

Mr. Newman:—The production of cotton piece goods depends, of course, upon the success of the crop. The home consumption of the Mexican Republic is about ninety thousand bales of cotton. Anything raised beyond that is made up into cotton for export. During normal conditions the raw cotton is exported to Europe, England, and Spain, principally. We have exported during the war a lot of made-up cotton goods to New York, which have been re-exported to Central and South America, I believe. But, as a rule, the excess production of raw cotton is bought by Europe. The class of goods is fine—we have some very good cotton mills in Mexico—in prints and all other lines.

Mr. Rose:—Is the exporter in Mexico satisfied with the American method of packing cotton pieces?

Mr. Newman:—He is not.

MEXICANS SAY OIL BUSINESS THERE IS PICKING UP

Mr. Rose:—If not, what steps should be taken in changing the method?

Mr. Newman:—There seems to be a sort of direct intention of using your own methods and not satisfying the customer. I am telling you the truth, with the hope of being able to straighten out a few kinks which we have had previously to this in the exporting business. They are very particular in what they want, and they know why they want it. They base their calculations upon the local demand. Sometimes you want him to take it the way you think he ought to take it. That is where the difficulty arises. As a rule, in stuff coming from Europe, he has it packed the way he desires. I don't think it is much of an extra expense to have it packed the way he desires, and he will stand that charge gladly to get it the way he wants it.

Mr. Rose:—What could be done to stop pilferage of materials?

Mr. Newman:—That is easy. That is a good question. Insure against pilferage.

Mr. Rose:—Sometimes the Mexican importer won't give us authority to insure that way.

Mr. Newman:—Insure yourself, and add it on the cost. We have had insurance against shrinkage, against pilferage, against railroad accidents, against every possible loss.

Miss Robinson:—Are Lloyd's giving one-half per cent on marine?

Mr. Newman:—Marine is much lower than that.

Miss Robinson:—Including all risks?

Mr. Newman:—The common marine insurance is very low now.

Miss Robinson:—Are there any Mexican insurance companies in Mexico?

Mr. Newman:—No; but there are many foreign companies represented there, a few American companies, some English companies, who will take on any sort of insurance. You can get the insurance right there through their offices in Mexico.

The Oil Situation

A Newspaper Man:—Some of the newspaper men would like to hear you say a word about the oil situation.

Mr. Newman:—The oil situation will lead us into something which we have decided to avoid. If you will specify a point, I will be glad to answer if, if I can.

Newspaper Man:—Has the situation changed recently?

The Chairman:—Do you mean the political situation?

Newspaper Man:—No.

The Chairman:—What particular situation do you have in mind?

Newspaper Man:—Importing oil or buying oil.

The Chairman:—You mean as to the volume or character of the oil business as compared with a short time ago?

Mr. Newman:—Commercially, the oil export is increasing steadily, and I think as fast as freight facilities are being increased they could increase the volume of oil. Of course, as you know, now we have, as a general rule, two grades of oil which are exported. There is no reason why there shouldn't be still further increase in the oil export. It simply is in relation, in proportion, to the freight and shipping facilities and the development facilities. Will that satisfy you?

Newspaper Man:—I suppose it must, under the circumstances.

Acquiring Oil Lands

Mr. Hand, of The J. F. Allen Company:—There is difficulty in acquiring that oil land, isn't there, on account of it being near the seaboard?

Mr. Newman:—No; no extra difficulty—just complying with the laws.

Mr. Hand:—But it would be more simple to acquire land. Could you state the difference in acquiring land there? How much more difficulty is there? How much more difficult is it to acquire such property? I refer to acquiring land in the Tampico oil section.

Mr. Newman:—I know of no difficulties except the established laws.

Mr. Hand:—I mean in acquiring the oil land.

Mr. Newman:—The laws are very specific as to the acquisition of oil land. There are no extraordinary difficulties in acquiring them.

Mr. Newman:—The method of acquiring oil land is the same as the method of acquiring mining property. You present your solicitation of acquiring the land by denouncement before the official of the Department of Commerce and Industry, and you pay your annual taxes, per two and a half acres, just like you would pay your annual taxes on mining property. There is a specific contract in each case with the Government, who is the owner of the land, and you can acquire it directly from the

private individual through the regular method.

Mr. Faulkner, of the Irving National Bank:—The limitation as to the acquiring of land within forty kilometers of the sea coast applies also to the same distance along a navigable river, does it not?

Mr. Newman:—Only to the sea coast and the border.

The Chairman:—Mr. Jack Hauscheer, of Schwarzenbach Huber and Company, has asked me to ask two questions for him. First, is there a real demand for dress goods, especially silk piece goods, in Mexico?

Mr. Newman:—There is. There is very little silk manufactured in Mexico. All of it is imported, and there is a decided demand for it.

The Chairman:—Second, will the manufacturers of these goods be in a position to compete with European manufacturers in the future—that is, the manufacturers here?

Mr. Newman:—That is entirely up to the manufacturer, and that is what we are here for—to ask you to please try and do so. We will do all we can to help you in it.

Heavy Contract Work

Mr. Wilson, of the Lakewood Engineering Company:—We manufacture a line of heavy construction machinery, chiefly pertaining to concrete work. Is the bulk of that class of work in Mexico done by Mexican contractors or by American contractors?

Mr. Newman:—The construction in Mexico is practically all brick, stone or concrete, and you have local contractors and you also have some American contracting firms. I think it is possibly divided between them.

Mr. Wilson:—Would heavy work, such as building bridges, be done by Mexican contractors?

Mr. Newman:—The man who takes on the whole contract, as a rule, takes the whole thing from foundation work up to building, and, of course, we have Mexican architects and contractors in competition on the question of terms and prices. That is all it comes down to. There hasn't been until recently any large construction, but I know the railroads are going to do a lot of constructing, and the government.

Mr. Wilson:—Has Mexico any program for good road development, including concrete roads?

MEXICO IS PROGRESSIVE IN ELECTRICAL DEVELOPMENT

Mr. Newman:—Yes; the government is now, I think, working on two roads, one road that will give a clean road from Mexico City to either coast, and it is one of the points being taken up by the present government—improving the roads.

Mr. Wilson:—What would you suggest as the best medium for advertising—through American magazines?

Advertising

Mr. Newman:—I would use local means, of course. There is a circulation of American magazines. That naturally would be restricted to American readers down there. Perhaps you realize as well as I do that, for instance, when Americans go down there, we don't, as a rule, take much with us, and we cannot get much away from each other. (Laughter.) We depend on making our money from the native consumer, who is the large majority. Therefore you want to reach the native rather than the American, and I would therefore recommend Mexican publications for advertising. The whole country is covered by a very few newspapers, and those are good newspapers. You need no extensive and diversified advertising.

The June Convention

Mr. Vogelhut:—Mr. Chairman, I believe there are a great many in this room who are interested in the convention to be held in the City of Mexico June 20th to 26th. I presume you will have schedules made up of trains leaving for Mexico from the different cities of the United States?

Mr. Newman:—Both the Confederation of the Chambers of Commerce and the American Chamber of Commerce are now working up the program, and I received an announcement of a circular sent out by the American Chamber of Commerce. In part of the circular it says that every American manufacturer, exporter and importer interested in Mexican trade will be helped by sending a representative to this June conference, or by coming himself. A large attendance of English, Spanish, French, German and Mexican exporters and importers is expected. This American Chamber of Commerce will be pleased to furnish further information to its members and to arrange for them or for parties from the United States to come to the convention.

We have had assurances from all over

the Pacific Coast and all through the North of many delegations that are going down. We had in the last five or six months many trade excursions. At the inauguration we had about sixteen hundred people from different parts of the West and Southwest of the United States, an excursion representing the Associated Industries of Massachusetts left March 12th for Mexico, and another delegation is leaving New Orleans the first part of April.

Mr. de Hayos:—The St. Louis Chamber of Commerce is leaving April 5.

Americans in Mexico

Question:—What percentage of the residents in Mexico City are Americans?

Mr. Newman:—I believe now our colony would be about seven thousand.

Question:—The population is what?

Mr. Newman:—Over eight hundred thousand.

Liquidation of Banks

Mr. Oswald:—Has any decision been handed down regarding bank liquidation?

Mr. Newman:—There is a definite law which was published under date of February 2, a definite law was passed under which these different banks will reopen and reliquidate their previous accounts. You can easily obtain that either from the Finance Department or through the Chamber of Commerce down there.

Mr. Oswald:—How about all banks?

Mr. Newman:—All banks.

Mr. Oswald:—Suppose I deposited with your bank in 1912 fifteen thousand pesos. Would you liquidate that today?

Mr. Vall:—At the present time there has been no provision made yet as to how the liquidation shall be made. That matter is still pending.

Mr. Oswald:—Even prior to 1912?

Mr. Vall:—No settlement has been made yet.

Mr. Oswald:—I can't get my money?

Mr. Vall:—No, you can't get it without coming around and talking about it. That might be a way to get it. (Laughter.) Those laws are still pending.

Mr. Newman:—Mr. Padres has a copy of this new law at the Financial Agent's Office in New York City, where he will be glad to show it to you.

Mr. Vall:—They are still under the moratorium. Until that is relieved no

provision has been made by which settlement can be made.

Mr. Oswald:—Will the National Bank pay in full in Mexico?

Mr. Newman:—The bank has opened, and they are opening under a specific law recently passed, which takes care of the liquidating of their accounts according to the time that those accounts were made.

Mr. Oswald:—But their own issue?

Mr. Newman:—That is also provided for. I could go into detail, but it is a long story. You can find all details in Mr. Padres's office, who will be glad to give you all information. His office is at 120 Broadway, the Mexican Financial Agency.

Mr. McDermott, of Masboth, Evans, Glass Company:—When do you expect the rails will go back to private ownership?

Mr. Newman:—The government has always had fifty-one per cent of the stock of the railways. You mean private management?

Mr. McDermott:—That is, bills due in 1914 that were not paid, when can we expect them to be paid?

Mr. Newman:—Mr. de Hayos will probably pay them right now. (Laughter.)

Mr. de Hayos:—What kind of bill do you refer to?

Mr. McDermott:—A bill for merchandise.

Mr. de Hayos:—I don't believe it is necessary to wait until the roads go back. You can apply to our purchasing department in New York City, and they in turn will take the matter up with Mexico. We are making arrangements whereby we are taking care of all those accounts.

Electrical Development

Mr. McDermott:—I would like to know something about electrical development in Mexico; that is, the system of lighting must necessarily follow the development of electrical undertakings, and how is that going to compare with gas lighting and oil lighting?

Mr. Newman:—We have no oil lighting in any of the larger cities and we have no gas lighting. They are using electrical lighting practically everywhere. In Mexico City and the surrounding cities and mining camps, the Mexican Light and Power Company, a Canadian concern, is furnishing all the

HOW FREIGHT IS HANDLED IN MEXICAN TERMINALS

light and power—I beg your pardon, Mr. Carson was manager of the Mexican Light and Power Company—you tell them.

Mr. Carson:—The development in lighting is as far advanced in Mexico as in any other cities in the world. Mexico City and thirty surrounding towns are supplied with current for light and power from the Necaxo Power Plant, and there are more installations, largely hydroelectric, than in any other country. If there ever is a method for transferring oil to the plateau cheaply, perhaps that will be a competitor. You might be interested to know that the use of electric appliances in Mexico is probably further advanced than in many of our smaller cities here in the United States. We have developed the use of the electric flatiron and toasters and cookers and vacuum cleaners. The only thing we could not develop down there was the electric washing machine. Any of you who have lived in Mexico know why. (Laughter.) Do not misunderstand me on that. (Laughter.) It is because the native women are such exquisite laundresses; they wash in cold water and dry the clothes in the sun, leaving them snowy white, and their labor is very cheap—that is the reason. (Laughter.)

Mr. McDermott:—Do I understand extensive development is going on through electric light plants?

Mr. Carson:—They have more than ninety million dollars in gold invested there now, and they are preparing to increase it and to invest a great deal more. **Mr. Ferguson,** who is here in the audience, was connected in the capacity of Chief Engineer of that company. Am I right in saying that Mexico is an electrical country?

Mr. Ferguson:—Up to a few years ago it was further advanced than the United States.

Social Life

Mr. Gold:—Could you tell us to what extent there is an intermingling of social life and commercial life in the City of Mexico, from the point of view of an American, or a man of Spanish origin, who wants to make it his home?

Mr. Newman:—We are living there, of course. That, in part, will convince you of the fact that we like it. If we didn't, we have a train pulling out every day. The commercial life is naturally very much intermingled, because it is a cosmopolitan country, and Mexico City

is especially a cosmopolitan city. We have many nationalities there; there is no caste that we have ever noticed, and any man who behaves himself can get along as nicely there as he can here. You can live and make your home there like you can anywhere else.

Mr. Gold:—What I want to ask is whether in the way of clubs and semi-public organizations there is an intermingling—whether a man forgets his work when he leaves his office?

Mr. Newman:—He tries to more so than you do up here.

Mr. Gold:—But does he?

Mr. Newman:—We have American clubs, German clubs, English clubs, all sorts of social organizations, lodges, fraternal organizations, etc. I think you will find you can be fully satisfied on the social side of it. They do forget their business, I think, more than some of us do up here after business hours.

Freight Handling

Mr. Wilson:—I would be interested in any information that you can give as to the methods employed in handling freight, etc., at the railroad terminals or at the docks, and at the wharves, unloading cars at the docks and reloading in the ships or vice versa.

Mr. de Hayos:—It depends upon the port that you want to ship through. Do you want to ship by water?

Mr. Wilson:—I am not referring to shipment; I am referring to the method you employ in your country in handling from ship on the terminals and unloading from docks at cars.

Mr. de Hayos:—At the port terminals—Vera Cruz and Tampico—we have electric cranes—overhead cranes.

Mr. Wilson:—That is, running out the full length of the wharf?

Mr. de Hayos:—Yes, all along those ports.

Mr. Wilson:—How do you handle your baggage?

Mr. de Hayos:—By hand trucks.

Mr. Wilson:—They have none of this electrical equipment or storage battery trucks?

Mr. de Hayos:—No; all our ports are comparatively small. There are no large terminals for which we would have any use for electric trucks.

Mr. Wilson:—The speaker referred to the delay of freight, because of congestion—do you unload the freight by hand truck?

Mr. de Hayos:—No, it is done by electric trucks at the wharves, and it is

taken over by the terminal company and put away in warehouses.

Mr. Wilson:—What kind of electric trucks do they use in unloading from ships?

Mr. de Hayos:—I don't mean electric trucks; I mean electric cranes that unload from the cars, and then the cars take it over to the warehouse.

Mr. Wilson:—You pick your load up from the ship's hold and these cranes swing it onto the dock?

Mr. de Hayos:—Yes, most of the companies unload from the boat into the warehouses.

Mr. Wilson:—Do you say the storage battery equipment that we use is used there?

Mr. de Hayos:—I have seen some of them.

Mr. Wilson:—Do you employ that method in Mexico?

Mr. de Hayos:—No, not yet.

The Movies Again

Mr. Ormont:—Mr. Chairman, coming back to the subject that interests me, does the native born Mexican take the motion picture as an art and an industry seriously? Or is it just more or less of a passing fancy with them?

Mr. Newman:—I think not. The picture houses are increasing daily which would justify us in thinking that there is a steady and thorough demand, not a passing fancy.

Mr. Ormont:—What is the highest price of admission to a picture house?

Mr. Newman:—That is from about twenty-five to thirty-five cents, American gold.

Mr. Ormont:—Is there room in Mexico City for a 2500 or 3000 seating house built along the lines of our Rivoli or the Strand here?

Mr. Newman:—I think not; I think that would be shooting too high on the picture houses. The capacity is large for Mexico. The largest theatre there seats 2800. All others are smaller theatres. There is a privately built theatre being built now of 1800 capacity; that is to be used for pictures.

Mr. Ormont:—Do they operate it for the purpose of running moving pictures or do they combine it with the musical program?

Mr. Newman:—They have not inaugurated the musical program yet.

Mr. Sherrill:—The object of the query of the gentlemen is that he has in mind building a three thousand capacity house in Mexico City. He wants to know

MORATORIUM IN YUCATAN PRESENTS DIFFICULTIES

whether it is an advisable thing to do or whether there would be too much competition?

Mr. Newman:—This is a personal opinion. I think the house is too large.

Mr. Sherrill:—The object of the inquiry is because Mr. Everitt, a personal friend of mine, formerly of Mexico, of the Pierce Oil Company and his wife being a Mexican, has sold me thoroughly on the possibility of going down there and building a theater, and I wanted to get your idea.

Mr. Newman:—One of the American companies is finishing this house down there which has a capacity of about eighteen hundred, and this is the largest up to date.

Mr. Fine:—I have just returned from Mexico City and while I was down there I investigated the motion picture enterprise pretty thoroughly, and I am sure I can give the gentlemen some pointers on the moving picture situation down there.

Mr. Newman:—If you are interested enough in the proposition, it takes you about two weeks to go down and come back and get first hand information, and we will be glad to give you letters to people who will give you all information.

Merchandise Stocks

Mr. Faulkner:—Is it true that dry goods merchants are overloaded with merchandise to the extent that their merchandise will last them for six months or longer, beyond their regular requirements—normal requirements?

Mr. Newman:—The average dry goods merchant carries a large stock, and some of them will carry from six months to eight months' supply. It is a necessity there on account of the replenishment difficulties. I don't think in dry goods they are overstocked. As a matter of fact, I think they have been able to work off their high priced stock quite successfully. The big dry goods houses down there have their own factories. They turn out a lot of very nice French underwear, and put the French label on if you so desire.

Mr. Faulkner:—As a result of the increased interest of the exporter in the American export market, is there a tendency to overstock in any lines down there at the present time? Is there any indication that it might be wise to watch certain lines there for the American exporter?

Mr. Newman:—I think none at all, for the simple reason that if he wanted

to, he couldn't. Your terms wouldn't permit him to do so. They are alive to the business conditions, down there, as much as the people are up here, and I don't think there is a tendency to overstock at all.

Long Credits

Mr. Gordon, of the Irving National Bank:—What terms have the Mexican merchants been accustomed to receiving in the past prior to the war, from the Germans and French and English?

Mr. Newman:—They have been getting from six months to a year, under acceptances. They have generally charged about 8 per cent a year on those acceptances, but credits were always long credits. On wines from Europe it was the usual thing to give a year and even more, and other goods were getting from six months up. That need not frighten you, however, because if they can get ninety days from the American exporter I think it will almost equalize the facilities they could get over there, if at the present they could give any. You have the advantage in shipping facilities and time saving.

Mr. Gordon:—Was that done on letters of credit or drafts?

Mr. Newman:—On drafts.

Yucatan Moratorium

Mr. Gordon:—I would like to ask about the moratorium in Yucatan.

Mr. Newman:—We haven't received any definite information on the moratorium put into effect within the past week. Any law in reference to banking or commerce must necessarily emanate from the National Congress, and any local, so-called, law which a local Congress may want to establish would not hold; but I think Mr. Padrea, as soon as he receives definite information, would be glad to give it to you in his office.

Mr. Gordon:—We have heard that it had actually been put into effect, and a penalty was carried whereby I think the fine was three times the amount of the bill if you demand payment. The only exceptions to that were debts due the Government, or public officers and school teachers, and so forth; they might make a demand for monies due them, but no one else, under a penalty three times the amount of your claim.

Mr. Newman:—You would have redress in the Federal laws in a case of that sort, because it cannot hold.

Mr. Rios-Franco:—I think I can give you some information on that. The

moratorium has been declared. The conditions there are very bad. The moratorium would exclude persons who were necessary to be excluded. Take for example school teachers; if they didn't receive their money they would starve. This is only passing, it is local altogether, and it is altogether a State affair. Perhaps it is unconstitutional. For the time being it holds good and everybody has to comply to the dictates of that law. If you are not in accordance with the law you can protest its legality. For the time being you have to abide by it. This is only a passing situation. It will improve afterwards.

Mr. Chairman:—Gentlemen, it is growing somewhat late in the afternoon, and possibly you gentlemen are getting tired and possibly Mr. Newman may be getting tired. Mr. Newman, however, says he is not. I would suggest that if you have questions to ask, we will have a few minutes of rapid fire questions. Are there such questions?

Production of Paper

Mr. Levine, of the Merchants Products Corporation:—How many paper factories are in Mexico and what do they produce?

Mr. Newman:—Mr. Carson will tell you.

Mr. Carson:—There is a very large plant that produces newsprint and some book paper and other classes. They also have their own mill.

Mr. Levine:—How about Chichuaha?

Mr. Carson:—The only factories that are now in operation are the San Refillget and Exis, which are within close range of Mexico City. They have their own pulp mill. There also was one in Leone that made coarse wrapping paper.

Adjournment

The Chairman:—Are there any more questions, gentlemen?

Mr. Newman:—I just want to tell you that it has been a privilege to us to have been able to answer all your questions and we appreciate it fully as much as you do and I want to thank you for the opportunity you have given us to put a few things before you. Thank you.

The Chairman:—I know that I am voicing the wish of every gentleman present, as I am voicing the wish of The Merchants' Association of New York, in again expressing to these gentlemen our keen appreciation of their courtesies in giving us this opportunity to get first-

MUCH INFORMATION GIVEN IN MEXICAN MEETING

hand information concerning business and industrial conditions in Mexico.

On behalf of The Merchants' Association and those present I wish to extend to you our thanks.

The meeting is adjourned.

SHIPPING RULES

Hearings on Changes Will Be Given This Month by Classi- fication Committee

The Consolidated Classification Committee has issued Docket No. 6, hearings of the Official, Southern and Western Classification Committees, for consideration of petitions for changes in rules, descriptions, ratings and minimum weights.

Hearings will be held at Atlanta, April 13; at New York, Room 408, 143 Liberty Street, April 18, and at Chicago, 1830 Transportation Building, April 25 to 29.

This docket proposes changes in rules 6, 32, 40 and 41, of the current Consolidated Classification, and also proposes to establish a new rule prohibiting the loading of freight in bunkers of refrigerator cars.

In addition to the foregoing changes in rules, there are several hundred changes in descriptions, ratings and minimum weights on individual articles.

The docket is on file in the Traffic Bureau where it may be examined by any interested members.

NEW YORK'S MOTOR TRUCKS

Approximately one-eighth of all the trucks in use in the United States are operated by owners who live in New York State and almost three-quarters of all the trucks in New York State, or approximately one-ninth of all the trucks in the United States, are operated in New York City, thus making Gotham the most highly truck motorized city in the world.

The latest truck figures place the country's total at 900,000, of which more than 15,000 are State owned, more than 5,000 municipally owned, and more than 80,000 are farmer owned. It is estimated that the labor-saving value of each truck to the farmer is \$150 a year, and that his truck saves the farmer in addition \$240 a year in transport charges. The great majority of farm trucks are of relatively small size and capacity.

ASKS REFERENDUM ON DAYLIGHT LAW

This Association Asks Legislature to Allow the People to De- cide Question for Themselves

ALL PROMISES HAVE BEEN KEPT

The Merchants' Association has renewed its request of the Legislature for a referendum on the subject of Daylight Saving in order that the people may decide the question at the general election in November.

Letter to Judiciary Committee

The Association has sent the following letter to each member of the Judiciary Committee of the Assembly:

"The Merchants' Association of New York having a membership of more than 6700 and authorized to speak for numerous other organizations in New York City and throughout the State, urges you to use your influence as a member of the Assembly Committee on Judiciary to have reported out favorably Assembly Bill Introductory 1089, Print 1213, introduced by Mr. Carroll. That bill provides for a referendum vote at the general election in November 1921 on the proposition to allow State-wide Daylight Saving between the last Sunday in April and the last Sunday in September of each year.

"Contrary to the expressed will of a large majority of the citizens of this State the present Legislature, as a matter of expediency, and under strong political pressure exerted by a minority repealed the State-wide Daylight Saving law and enacted in its stead a law granting to cities and villages the right to pass local ordinances providing for Daylight Saving.

Vigorous Opposition Ignored

"That measure, as you are aware, was vigorously opposed by The Merchants' Association of New York and more than sixty other commercial, trade and civic organizations, by various medical associations, the New York State Federation of Labor, the Commissioner of Health of New York City, by many thousands of manufacturers, merchants, bankers, and other large employers of labor, as well as by hundreds of thousands of workers. That opposition was manifested by many thousands of written and telegraphic communications, and in hearings before the Committees on Agriculture and the Governor,

and was representative of the thought and wishes of probably 90 per cent of the State's population.

"While the enactment of the law referred to may be regarded as redeeming the platform pledge of the Republican party and the pre-election promises of the Governor, it does not, definitely and finally settle the question except for the summer of 1921, and we believe this matter can properly be determined only through its submission to the people as proposed in Mr. Carroll's bill."

FOR TREASURY ASSISTANT

This Association Outlines Its Idea of the Qualifications of an Important Official

Although The Merchants' Association always carefully abstains from making recommendations of individuals for appointment to political office, it has sent the following telegram to the Secretary of the Treasury, the Hon. Andrew W. Mellon:

"Because of the vital importance to the business of the country arising from the fair and efficient administration of the Customs laws, The Merchants' Association of New York sincerely trusts that some man thoroughly equipped with knowledge, training and experience along these lines will be selected as Assistant Secretary of the Treasury in charge of Customs."

PHILADELPHIA PORT GAIN

Foreign trade records of all previous years were surpassed in 1920 at the Port of Philadelphia, according to the annual report by the Commissioners of the Port. Combined values of imports and exports reached a total of \$742,224,907, an increase of \$65,960,391 over the previous record year of 1919. While a gain of \$126,363,666 was shown in the value of imports over the previous year, the exports show a falling off of \$60,343,265 in value. An increase of 609 vessels, with a tonnage of 2,329,299, is shown in the foreign arrivals and sailings for the year, compared with the corresponding period of 1919. The total foreign arrivals and sailings last year numbered 3,533 vessels, with a tonnage of 14,961,736, as against 2,924 vessels with a tonnage of 11,632,437 in 1919.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

MR. DODGE HEADS INDUSTRIAL BUREAU

Appointed Manager After Serving as Assistant to Succeed Mr. A. L. Smith

IS QUALIFIED BY EXPERIENCE

Mr. Martin Dodge, who has been appointed Manager of the Industrial Bureau of The Merchants' Association to succeed Mr. A. L. Smith, now General Manager of the Music Industries Chamber of Commerce, has had much experience in the work which he will be called upon to perform in the management of the Bureau.

Born in Ohio

Mr. Dodge was born in Auburn, Ohio, in 1892, and was graduated from Oberlin College with honors in political science in 1915. During the next three years he took a post-graduate course in economics and government in Columbia University, receiving his doctor's degree in 1918. While at Columbia he was awarded a Richard Watson Gilder Fellowship.

At the conclusion of this course Mr. Dodge became Assistant Manager of The Merchants' Association Industrial Bureau under Mr. Smith and upon Mr. Smith's resignation he became Acting Manager.

Organized War Committees

During his connection with the Bureau he has taken a prominent part in a variety of activities, the first being to assist in the organization of thirty-five committees of manufacturers to cooperate with the War Resources Board during the war. He has acted as Secretary of The Association's Committee on Immigration, the Special Committee on Housing, the Committee on Education, the Committee on Industrial Relations, as well as of the Industrial Committee, which has general supervision over his Bureau, and has prepared important reports for these Committees.

Other Activities

He participated in the reorganization and activities of the Employers' Council for Soldier Reemployment which included eighty-two local employers' associations working in cooperation with the Reemployment Committee of New York City for Soldiers, Sailors and Marines. He organized and directed a survey made by The Merchants' Association through his Bu-

reau of the Newton Creek Industrial District. The Bureau under his management has produced several reports which have attracted wide attention, particularly the Report on Industrial Pensions of the completion of which he had charge and the report on the Turn-over of Factory Labor in New York City.

Recently Mr. Dodge has been active in organizing the New York City Council on Immigrant Education, of which he has served as Executive Secretary. The Council includes 200 local agencies concerned with immigration and education.

"SENATOR CASSIDY" NOW TAKES FIELD

The Same Persuasive Voice and the Same Compelling "Touch" for Favorite Funds

POLICE ANXIOUS TO MEET HIM

"Senator Michael James Cassidy" has risen from the ashes of "Senator Peter Justus Fogarty," who operated for many years as a collector of checks and cash for "coal funds" in the winter and "fresh air funds" in the summer greatly to his benefit.

The Fogarty Plan of Action

A peculiarity about "Senator Fogarty" was his voice. His system was to call up some open-handed citizen on the telephone and after a shower of compliments, suggest that a contribution to which ever "fund" he happened to be using should be made. Presently a messenger would appear with a note signed by the Senator to collect the money. This worked so well that thousands of dollars were collected from unsuspecting contributors before the police finally traced the voice to an office in Manhattan, and discovered that "Senator Fogarty" was really a syndicate headed by one Arthur Avery who, as "master mind" was surrounded by all the paraphernalia of an elaborate appeal system.

Could Not Identify Voice

Inasmuch as it was impossible to identify Avery's voice as the voice of "Senator Fogarty," the charge against him was dismissed, but the messenger who carried his letters of introduction was held for the Grand Jury.

"Senator Cassidy" is a Brooklyn embodiment of "Senator Fogarty." He is using the well known Fogarty system.

INDICTED, BUT HE KEEPS ON BEGGING

"Mr. Purdy" Collects for Various Causes But the Law Does Not Appreciate Him

HIS RESCUE MISSION CLOSED

Prepared by the Bureau of Advice and Information of the Charity Organization Society

For persistence, a certain coffee colored, sleek haired gentleman named Purdy, sometimes Reverend, sometimes merely Honorable, seems to excel.

Never Got Beyond Design

Mr. Purdy has had a notable if not an honorable career as a charity solicitor. His talents have long been devoted to raising funds for various causes designed to benefit his race. That these causes never got beyond design, Mr. Purdy's design, probably caused him sincere regret and certainly caused him considerable inconvenience by making necessary frequent quick and unpremeditated changes of address.

Mr. Purdy's motives were grossly misinterpreted recently by a certain business man who checked up his story of a large Harlem church, the pastor of which he represented himself to be. His hasty, very hasty, progress from the building was rudely disturbed by a passing policeman and Mr. Purdy presently found himself in Jefferson Market Police Court facing six feet of injured dignity in the form of the minister he had impersonated.

The incident finally reached the Grand Jury which heartlessly insisted on the necessity for further attention on the part of the District Attorney.

Refused to be Stopped

Was Mr. Purdy deterred by all this? Certainly not. He promptly aligned himself with two ladies of his own color who were not particular about representations in behalf of their so-called Rescue Mission Home. Before this place was closed, after certain clashes with the Board of Health, Mr. Purdy had become its "Recording Secretary and Representative," a position which he still fills, although the "Home" is happily defunct.

This man Purdy, under indictment and awaiting trial for fraudulent solicitation, is actively engaged at the present time in collecting funds for an institution that does not exist.

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, APRIL 11, 1921

No. 15

The Devastation of Russia Is Vividly Described

Captain Hugh S. Martin and Sir Paul Dukes, Both of Whom Lived in Russia as Agents of Their Governments, Participating in the Councils of the Bolsheviki, Explain the True Situation Under Lenine's Communism to a Large Meeting of the Members' Council

The descriptions of conditions in Russia given by Sir Paul Dukes, of the British Secret Service, and Captain Hugh S. Martin, of the Intelligence Service of the United States Army, were listened to with attention by upward of a thousand members of The Merchants' Association at last Wednesday's luncheon meeting of the Members' Council.

Trade Seems Impossible Now

The facts presented by the two observers, each of whom separately has had the best possible opportunities for becoming acquainted with the truth of the Russian situation, showed clearly that the establishment of a lucrative trade with Russia at this time would be impossible.

Owing to the unavoidable absence of Mr. William C. Breed, Chairman of the Members' Council, Mr. William Hamlin Childs, Vice-Chairman, presided over the meeting.

Special Interest in the Meeting

The recent attempts of Russia to establish trade relations with the outside world and the negotiations which Great Britain has been conducting with the Soviets gave unusual interest to the meeting. So many conflicting reports have come from the former domain of the Czars that the statements made were followed with the closest attention.

Two Competent Speakers

Sir Paul Dukes mingled with the Bolsheviki, joining in their councils and

America Attacked

"Bolshevism is not a Russian experiment, a Russian institution; it is essentially internationalism. It admits it cannot live in Russia alone, and unless it can spread its insidious doctrines throughout the world, and set up a world Soviet republic, it has got to fall in Russia."

"You have no idea, gentlemen, of the work they are doing right here today. A Bolshevik official told me on my last trip to Moscow that they had one motive in mind, and that was the destruction of all organized governments and the setting up of his World Soviet Republic, as he liked to call it. I said: 'Do you mean to tell me you are going to try to destroy my Government?' 'No,' he said, 'I do not tell you we will try to do it, I tell you to your face we will do it. We will wreck you from within, just as we wrecked Russia from within.'"

"I laughed at him, but I did not laugh long after I returned to this country and saw what they were doing."

"Let us not be duped, gentlemen!"
—From the speech of Captain Hugh S. Martin.

even serving as a soldier in the Red Army of the Soviet.

Captain Martin participated in the deliberations of the Bolsheviki organizations and was one of the last American officials to leave Russia.

The meeting opened as usual with the

singing of the first two stanzas of "America," and closed with the singing of the remaining two.

The Guest List

Seated at the head table as guests of the Members' Council were the following:

Mr. Donald B. Stewart of Ridley Watts and Company.

Mr. Henry B. Twombly, of Putney, Twombly and Putney.

Mr. C. Philip Coleman, President of the Worthington Pump and Machinery Corporation.

Mr. Frederic W. Allen of Lee, Higginson and Company.

Major George H. Richards, Vice-President of The Dalton Adding Machine Company.

Mr. Frederick J. A. McKittick, Manager of the Foreign Department of the General Electric Company.

The Hon. William H. Douglas, President of Arkell and Douglas, Incorporated.

Mr. R. C. Martens, Vice-President of R. C. Martens and Company, Incorporated.

Mr. Frederick I. Kent, Vice-President of the Bankers Trust Company.

Mr. Gustav Vintschger, President of the Markt and Hammacher Company.

Mr. C. M. Muchnic, Vice-President of the American Locomotive Sales Corporation.

SAYS PROGRESS DEPENDS ON INDIVIDUAL FREEDOM

Mr. R. G. Hutchins, Jr., of Hallgarten and Company.

Mr. Alfred E. Marling, President of Horace S. Ely and Company.

Mr. John E. Gardin, Vice-President of the National City Bank.

Mr. Lincoln Cromwell of William Iselin and Company.

Mr. Lewis E. Pierson, Chairman of the Board of the Irving National Bank.

Captain Hugh S. Martin.

Mr. William Hamlin Childs, Vice-President of the Members' Council, presiding.

Sir Paul Dukes.

Mr. Henry R. Towne, Past President of The Merchants' Association of New York.

The Hon. Henry Morgenthau.

Mr. Charles A. Coffin, Chairman of the Board of the General Electric Company.

Colonel Michael Friedsam, President of B. Altman and Company.

Mr. Franklin Remington, President of The Foundation Company.

Mr. J. Louis Schaefer, Vice-President and Treasurer of W. R. Grace and Company.

Mr. A. B. Leach, President of A. B. Leach and Company, Incorporated.

Mr. John W. Nix, President of John Nix and Company.

Mr. Maurice Coster, Vice-President of the Westinghouse Electric International Company.

Mr. Charles R. Lamb, President of J. and R. Lamb.

Mr. E. J. Sadler of the Standard Oil Company of New Jersey.

Mr. C. A. Richards, Vice-President of G. Amsinck and Company, Incorporated.

Mr. Leopold Plaut, President and Treasurer of the Black and Boyd Manufacturing Company.

Mr. C. F. Gregory of the International Harvester Company, Incorporated.

Mr. Henry F. Samstag of Samstag and Hilder Brothers.

Mr. Frederick D. Herbert, President of the Kearfott Engineering Company, Incorporated.

Mr. W. C. Glass.

Mr. Frederic D. Hahn, Chairman of the Committee on Public Safety of The

Where Russia Fails

"The unalterable, inherent flaw in the Soviet program is its suppression of that which is the glory of America, and that is the opportunity for private initiative, so that the man who is willing to save and work and develop his brain, can reach any height in this country that his capacities will permit."

"It would be interesting to know how many men there are in this audience who have reached their present positions along that trail, and it is time that proper honor should be given to such men and the results of their constructive brain."—From the speech of Vice-Chairman William Hamlin Childs.

New Jersey Society Sons of the American Revolution.

Mr. Lee Keedick.

Mr. Childs Presides

Vice Chairman of the Members Council Introduces the Speakers

Before asking for the singing of the first two stanzas of "America," Mr. William Hamlin Childs, Vice-Chairman of the Members' Council, called attention to the fact that the Members' Council always provides seventy seats more than the number of reservations made by the postal cards distributed among the members. This is intended to provide for late comers. Mr. Childs said that not only had all of the seventy seats been exhausted but that forty seats more had been occupied and that if the members of the Council wished to attend the next meeting, it would be to their convenience as well as to the convenience of the managers of the meeting if they would return their postal cards.

The first two verses of America were then sung and Mr. Childs presiding, introduced the topic of discussion.

The Topic of Discussion

"Gentlemen of The Merchants' Association:" said he "The subject for the addresses today is 'Russia From Within,' with facts about conditions in Russia.

"To most of us, the reports that we have received from Russia have been so

bewildering that it has been impossible for us to understand the real conditions there. We do not know whether there is anything good or not in the Soviet government.

"Personally, I have felt that the only joy that there could be to me in Russia today would be like that of a man who applied to his banker some time ago for a loan of \$10,000. The banker examined his statement and told him he was very sorry, but it was impossible for him to loan him the money on that statement. He was very disconsolate, very much broken up, and very much distressed. A week later the banker met him on the street. He was in high spirits and the banker said to him: 'Well, I am sorry we could not loan you that money; but why are you looking so cheerful today? Something evidently has happened.' He said; 'Yes! Haven't you heard the good news? I am bust!'" (Laughter.)

"That is the only joy I can possibly think of, from being in Russia, as far as I am concerned.

Personal Initiative Suppressed

"The unalterable, inherent flaw in the Soviet program is its oppression of that which is the glory of America—the opportunity for private initiative, so that the man who is willing to save and work and develop his brain, can reach any height in this country that his capacities will permit. It would be interesting to know how many men there are in this audience who have reached their present positions along that trail, and it is time that proper honor should be given to such men and the results of their constructive brain. (Applause.)

"We are all extremely desirous of knowing the real facts about Russia and we are especially fortunate today in the two speakers who are to give us of their experience. Let me right here tell you of a curious thing that happened at this table. This gentleman, Captain Martin, is an American. This gentleman, Sir Paul Dukes, is an Englishman. As they met, they thought they had seen each other and they did not know where; but while at the table, Sir Paul remembered that in 1918, 200 miles above the Arctic circle, at Mar-mouth, he took luncheon with Captain Martin. (Applause.)

Captain Martin Introduced

"Perhaps no American has had such opportunities to study Bolshevism as Captain Martin, who spent three and

MINORITY RULES IN RUSSIA, SAYS CAPTAIN MARTIN

a half years in Russia, in the diplomatic and military service of the United States, under the regimes of the Czar, Kerensky, and Bolshevism. As a member of the Military Intelligence Division of the United States Army, Captain Martin made a real study of Bolshevism from the inside, coming into contact with the system in cities and towns, industrial centers and peasant villages. He is the only loyal American who was ever taken into virtual membership in a Bolshevik Soviet and permitted to participate in its deliberations. Prior to going to Russia, Captain Martin was for six years private secretary to United States Senator John Sharp Williams, in which capacity he came into intimate contact with political and international affairs. He was, therefore, peculiarly fitted to study Bolshevism from all angles.

"I take great pleasure in presenting Captain Hugh S. Martin!" (Applause).

Captain Martin's Speech

Army Intelligence Man Describes What He Saw in Russia

When the applause had died away and the members of the Council had resumed their seats, Captain Martin responded.

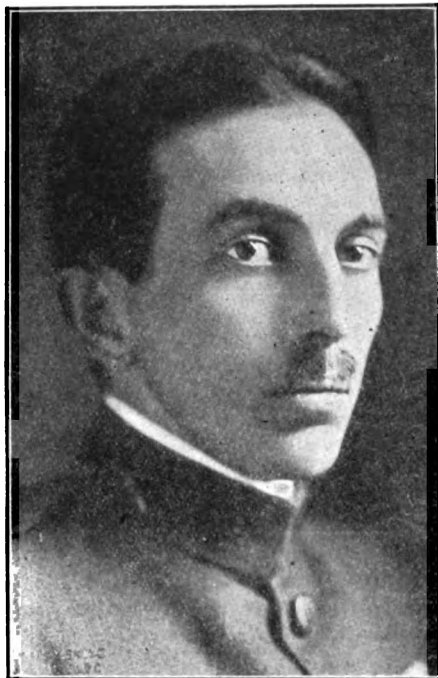
"Mr. Chairman and Gentlemen of The Merchants' Association," he said. "I have been asked to give my deep impressions concerning Bolshevism within a prescribed period of time. If I had ten times that time, I could not give you the impressions of Bolshevism I would like to give you. I have, however, jotted down three or four impressions which stand out prominently in my memory at the present time.

How Bolshevik Agitators Work

"First, the ease with which the Bolshevik agitator manages to corrupt and poison the mind of the mass. I recall Petrograd in its glory, just after the downfall of the Czar and the ascendancy of the Democratic government. The cafes and the theatres were open in full blast and music could be heard on all sides. Friends were meeting friends in the streets and in the theatres and in the homes and everybody was happy. In the midst of it all, there appeared upon the scene, however, an insidious, underhand enemy, long dormant, but recently nourished by German imperial gold and sent there to destroy the Russian fighting machine in the East.

"We used to hear those Bolshevik agitators come out upon the street. They were preaching Communism, they like to say, and naturally they would like to have one believe that they appealed to the Communistic instincts of man-

CAPTAIN HUGH S. MARTIN



Officer of the U. S. Army Intelligence Service Who Was Admitted to the Bolshevik Councils

kind. They do not. They do not there and they do not here. They appeal to the hatred, to the envy and the slovenly spirit of mankind. They stand on the street corners, gather the people around, and they say: 'Comrades, you have kicked out your Czar, but you have only taken your first step. Just as long as one man lives up there in a mansion and another man lives there in a shack; just as long as one man rides in a limousine and another man sits on the curb and sells shoestrings for a living; just as long as one man controls millions and another man is a pauper—you are not free men!'

Appeal to Ignorance and Envy

"That appealed, of course, to the ignorant mind, and it appealed to the envious mind. Bolshevism was pointing out to the man who was down, an opportunity to get up without any exertion on his own part, mentally or physically. The envious man, gentle-

men, did not want so much to put himself up there, as he wanted to reach up there and pull down the man who had forged ahead of him and put himself where that man had been. That is what Bolshevism held out. They called the industrial workers 'wage-slaves' and brought to their attention the fact that they were producing for capitalism millions and millions and millions of rubles, with which the capitalists were bedecked with jewels and riding in limousines and living in luxury and ease.

"The next impression is this, the unique method used by the agitator in organizing his adherents. These agitators organized, but at the same time they kept down popular suspicion. They would organize a factory here; they would call the men out on strike, and they would send them right back to work again. They would then let them alone, and they would circulate around to another section of the city, organize a strike, call the men out, send them back to work again. They did not care whether their demands were granted or not.

Establishing Their Power

"What they were doing was this: they were establishing their strength, and that was the only way they had to note their strength. If a thousand men struck here, they would make a note of it; if a thousand men struck there, they would make a note of it; if ten thousand struck, they would make a note of that; so that at any given hour of any given day, some Bolshevik knew how many men were ready to respond to his call for a general strike. When they found they had sufficient strength, after one attempt, they paralyzed the industry of the entire Petrograd district, and they took over the Government practically without bloodshed.

Minority in Control

"The third impression that stands out in my mind is the spectacle of an insignificant minority attaining power by deception and holding by bullets that power against the will of an overwhelming majority. You say, 'How do they stay in power? Why don't the people rise up and kick them out?' I would like to tell you of all of their methods. I can only refer to a few.

"The first thing they did, they permitted everybody to run loose, to use a slang expression, and work when they felt like it, and go home when they felt like it, and do anything else when they

DESTRUCTION IS A FEATURE OF BOLSHEVIK CONTROL

felt like it. They were tightening all of that time their grip upon the throat of Russia. They were gaining control of the railways, of the post, of the telegraphs, of the means of production, of commerce, of industry; and just as soon as they attained that power, they started putting into effect their insidious doctrines of communism or Bolshevism.

The Food Supply

"In the first place, they controlled the distribution of the food supply in all of the cities of Russia. You cannot step into a store and put your money on the counter and buy a piece of bread and take it home and eat it. No. You first go to a Bolshevik official and if he sees fit, he grants you a permit according to your social status. You will be in one of a certain number of categories. If you live in the first category, for instance, which is the highest, you get enough to eat and enough to wear. If you live in the last category, you starve or you freeze to death. The further you lean towards the system, the more you eat. The further away you lean, the less you eat.

"I want to tell you, gentlemen, when a man is hungry, when his family at home is starving, facing death that man is not thinking of rushing into the streets and picking up a gun and taking a chance on a revolution. No. He thinks just one thing: 'Where is my next piece of bread coming from, and how will I and my family exist through tomorrow?' And the power that holds the bread in front of his clutch is the power that holds him in submission.

The Hostage System

"I have had many, many dear friends in Russia who have been forced to serve that system by having members of their families taken and held in other sections of the country as hostages. I knew an old Russian General who had his wife and two daughters taken away from Petrograd, and on the next morning a Commission called upon him. They said: 'General, you are going to take charge of a certain army. You are going to take a certain city by a certain date.' He took it in half the time they gave him.

"I knew of another community in Russia where, after an attempt had been made upon the life of a Bolshevik official, they took into custody some 300 women and girls and sent them away to another section of the country, and then they came back and served no-

In Petrograd

"I have described to you briefly the situation of Petrograd under Kerensky. Just one year later, I went back to Petrograd under the reign of Bolshevism. When I started up the street, it was covered with debris, just a few scattered pedestrians here and there; the stores boarded up, the windows broken out, the supplies exhausted.

"I went from one place to another where I had formerly been able to obtain food, and I found in all of that great city just one place where I could get food by bribery, and then it was a piece of dried fish and a few dried potatoes.

"Then I went to the homes of my friends whom I had formerly visited. One place after another I visited, but not a friend was left, all gone.

"I saw Petrograd at a time when she had nearly three millions of people. I saw it again when she had just a bit over a half million.

"It has been called the City of Death. It is the City of Death and Destruction!"—From the speech of Captain Hugh S. Martin.

tice on that community that if any further attempts were made on the life of any Bolshevik official or if any revolutionary movement were discovered, the hostages would pay the price there. 'You may start something here, and temporarily succeed,' the Bolsheviks said, 'but you will not save them over there.' Gentlemen, what would you do in a case like that? Put yourselves there, and think.

The Red Terror

"Terror! In those days we used to see men and women and even children cut down by Bolshevik machine guns like so many blades of grass, simply because they refused to submit to a system which they knew was gnawing at the heart of civilization.

"Their capacity for destruction is the next impression that stands out in my mind. I have described to you briefly the situation of Petrograd under Kerensky. Just one year later, I went back to Petrograd under the reign of Bolshevism. When I started up the street, it was covered with debris, just a few scattered pedestrians here and there.

The stores boarded up, the windows broken out, the supplies exhausted. I went from one place to another where I had formerly been able to obtain food, and I found in all of that great city just one place where I could get food, by bribery, and then it was a piece of dried fish and a few dried potatoes. Then I went to the homes of my friends whom I had formerly visited. One place after another I visited, but not a friend was left, all gone! I saw Petrograd at a time when she had nearly three millions of people. I saw it again when she had just a bit over a half million. It has been called the City of Death. It is the City of Death and Destruction!

Communism Must Fall

"They tell you that Petrograd and other cities of Russia are dying because we blockaded Russia. Gentlemen, a greater lie has never been spread upon a credulous people. I will tell you that Russia is dying today, the industry is gone, because Bolshevism has destroyed individual initiative and human ambition. There is just one way for Russia to be reconstructed, and that is for communism to fall. If Lenin wants to give in, as some people would have you believe he has apparently given in, he has just got one step to take—the re-establishment of private property, and the re-establishment of reward for individual effort. That will bring it back and nothing else will! (Applause)

The Bolshevik Code

"The last outstanding impression in my mind is their remarkable code. The Bolshevik has a peculiar philosophy. Where he finds a mind which he thinks he can readily convert, he seeks to convert it. Where he finds a mind which he thinks he cannot readily convert, he seeks to bewilder it. He has been bewildering the mind of America most remarkably.

"The Bolshevik has one code of right and wrong. Gentlemen, I have known him in diplomacy, I have known him in politics, I have known him on the battlefield. He is the same wherever you find him, with that one code of right and wrong. What is favorable to the cause of Bolshevism is right. What is unfavorable to the cause of Bolshevism is wrong. He stands ready to make any promise, anywhere, anytime, to anybody, just so long as he can promote the cause of Bolshevism; and at the moment when he finds that that promise no longer

CAPTAIN MARTIN SAYS LENINE HAS NOT CHANGED

serves his purpose, then he stands ready to break it and laugh in the face of the man who has been duped. Smiling upon you, leading you on, but always watching for a spot to stab you in your back at a moment when you least expect attack. Such is Bolshevism, my friends!

Internationalism

"Bolshevism is not a Russian experiment, a Russian institution; it is essentially internationalism. It admits it cannot live in Russia alone, and unless it can spread its insidious doctrines throughout the world, and set up a world Soviet Republic, it has got to fall in Russia. You have no idea, gentlemen, of the work they are doing right here today. A Bolshevik official told me on my last trip to Moscow that they had one motive in mind, and that was the destruction of all organized governments and the setting up of his World Soviet Republic, as he liked to call it. I said: 'Do you mean to tell me you are going to try to destroy my Government?' 'No,' he said, 'I do not tell you we will try to do it; I tell you to your face we will do it. We will wreck you from within, just as we wrecked Russian from within!' I laughed at him; but I did not laugh long after I returned to this country and saw what they were doing.

Lenine Has Not Changed

"Let us not be duped, gentlemen. They tell you that Bolshevism is changing. I tell you that Bolshevism will only change when Bolshevism falls. When Lenine begins to change his policies of Communism, he knows better than any other man knows, that it means suicide. He is not the suiciding kind.

"I just wanted to give you a few impressions which remain in my mind. Of course, you understand, Bolshevism is too big a question to be discussed in a single talk, that is, within the reasonable bounds. I hope I may have an opportunity at some other time of telling you more. I thank you!" (Applause.)

Sir Paul Dukes

British Observer Tells What Bolshevism Really Is

Sir Paul Dukes, the next speaker, held the attention of the Council with his description of the Russian situation and his narrative of events in which he participated.

Before introducing him, Chairman

Childs paid Captain Martin a compliment for keeping within his time.

Sir Paul Introduced

"The next speaker," he said, "is Sir Paul Dukes. I am just going to tell you a few things about him, so that you can visualize him, and he will do the rest.

SIR PAUL DUKES



*British Agent Who Lived in Russia
Disguised as a Soviet
Workman*

"He spent his early years in Russia. After graduating from one of the universities, he studied music in Petrograd, and at the same time he continued his studies in political science and economics. When the war began in 1914, Sir Paul Dukes received an appointment on the Anglo-Russian Commission, and while thus engaged, was repeatedly commended for his efficient work.

"Having been identified with the Russian progressives, he took a prominent part in the Revolutionary movement in 1917, which ended in the establishment of a republican form of government under Kerensky. In 1918, after the downfall of the Kerensky government and the advent of the Bolshevik regime under Lenine and Trotsky, Sir Paul Dukes became associated with the American Y. M. C. A., with which he cooperated in Moscow and Petrograd and other cities.

"When the Bolsheviks expelled this

organization, he went to England and volunteered for secret service under the British Government. He was sent to Archangel, and while there Captain Cromby, a British Naval Intelligence Officer, was murdered by the Reds at the British Embassy in Petrograd. Sir Paul at once offered to enter Russia secretly with the object of continuing the deceased officer's work. Disguised as a Russian workman, and at the risk of his life, he passed at night through the Bolshevik lines at an obscure point on the Finnish frontier, some miles from Petrograd. Despite this precaution, he was discovered by the Russian guard, who fired upon him; and after an exciting pursuit, he managed to escape by taking refuge in a cemetery and hiding in a tomb. Sir Paul Dukes!" (Applause.)

A Slender Young Man

When Sir Paul rose to speak, the Council saw a slender, youthful-looking man, of earnest manner. He spoke quietly, with few gestures, but what he said was effective.

"Mr. Chairman, Gentlemen of The Merchants' Association," he began. "After the lucid and brilliant exposition of Bolshevik ideology and methods which has already been given you by my friend, Captain Martin, there remains very little for me to do except perhaps to illustrate from my own experience how the Russian people live and how they regard the rulers who claim to speak in the name of the Russian people.

Bolsheviks a Small Minority

"Russia is at the present moment dominated by a tiny clique of people who term themselves the Bolshevik party. The population of Russia is something like 150,000,000 people. According to the maximum estimate ever given by Lenine himself of the numerical strength of the Bolshevik party in Russia, it amounts to roughly half a million people. That is to say, less than one-half of one per cent of the entire Russian nation. Now, I venture to say that a very small minority, even of that half million, are sincere Communists. I am even quoting a true Bolshevik writer when I say that the heads and brains who conduct, who direct, who lead this movement in Russia number no more than roughly twenty.

"In order to establish Communism in Russia and the world over, human society is divided rigidly into two categories—the bourgeoisie and the prole-

RUSSIA IS SEETHING WITH DISCONTENT AND REVOLT

ariat. Of course, it is impossible to divide humanity rigidly into two classes like that. But for the purpose of establishing Communism in Russia, it was done. The bourgeoisie was identified with the possessing class. The proletariat were the non-possessing class. The theory was this—that the non-possessing class should dispossess the bourgeoisie of their possessions and establish themselves in power. The form of government which should thus be set up would be called a Proletarian Dictatorship, a dictatorship of the proletariat; and that is what Lenin and Trotsky claim has been established in Russia today. If you go and ask the Russian worker, if you go and ask the Russian peasant, they will tell you that this is not a dictatorship of the proletariat, they will tell you that it is a dictatorship over the proletariat.

"Now, the question constantly arises as to how it is that this tiny group of people continues to dominate the entire Russian nation. My predecessor today has explained one aspect of that question and I would like to draw attention to one other, first internally and then externally. Internally, the Bolsheviks established an institution known as the Extraordinary Commission—the Extraordinary Commission for the suppression of the counter-revolution; and by the word 'counter-revolution' was meant anything which was not in complete accord with the ideas and methods of the ruling class.

The Extraordinary Commission

"This Commission, this Extraordinary Commission, is staffed by the most violent and furious and implacable of Bolshevik revolutionaries. The men who are at the head of it are men of stone, men who never have had hearts, men who are inspired by feelings of rancor and hatred and undying thirst for revenge for every wrong, real or imaginary, which they have suffered in the past. No mercy can be expected from men like that. They see the dawn of what they imagine to be proletarian liberty through the mists of non-proletarian blood, and only thus can they conceive of a world revolution and the establishment of a workers' millennium as they interpret it.

"This institution has at its disposal an army of spies and agents, well paid and well fed, and unscrupulous; and it is interesting to note that they have enlisted in their service a large number of the spies of the Czar's secret police

Tyranny of Twenty

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organization who lost their jobs at the time of the revolution of March, 1917. Thus you see that as regards the civil population, the Bolsheviks have an exceedingly potent weapon with which to spy on and oppress and suppress the civil population.

Revolts Are Frequent

"It is exceedingly difficult to rise against a government so firmly established as that. None the less, attempts have been made, attempts of which very little news has been allowed to creep out of Russia. You are well aware, of course, of the fact that the press is monopolized exclusively by the Bolshevik government, in spite of the fact that there is only one Bolshevik for something like 300 of the civil population. No news may appear in print except such as is censored and permitted by the ruling clique. The same holds good regarding information abroad. But despite the fact that the rest of the world has been kept in profound ignorance of the national and popular movements inside Russia, such movements have actually taken place, and they are truly proletarian movements. I had ample opportunity of observing these movements when I was in Petrograd.

"Already, when the Bolsheviks had been in power something like six or eight months, the workers in Petrograd began to rise. They murdered in 1918

two very prominent Bolshevik Commissars in Petrograd, and as a reprisal the Bolsheviks shot at one stroke 500 members of the civil population. Now, that reprisal had the effect of quelling the workers' movement for some time, but not for good. The following year it broke out again, and I witnessed numerous strikes, and on some occasions bloody encounters between the hirelings of the Bolsheviks and the workers.

Easier to See the Czar Than Lenin

"For instance, there was an outbreak at the great iron works in Petrograd, and this outbreak of strikes was so serious that it was deemed advisable to invite Lenin from Moscow, in the hope that his presence might overawe the workers. The strikers sent a delegation to Lenin to present their demands, their demands being for a free press, for free speech, for the restoration of the workers' cooperative societies, and for the liberation of their imprisoned comrades. This delegation was refused admission to Lenin, and when the workers returned to their factories, they declared that it was easier to gain access to the Czar, to Nicholas II, than it was to the President of the Soviet Republic!

"Again, on another occasion, I saw this curious little incident. I was walking along in the neighborhood of some big factories where I knew that disturbances were taking place, when out of the factory gates I saw a number of workmen carrying a flag, and on this flag was an inscription, and the inscription said." Sir Paul repeated the words in Russian, "which means: 'Down with Lenin and horse flesh; give us a Czar and pork!'" (Laughter.)

"On one of the occasions, in one of the outbreaks during that year, it was announced by the Bolsheviks themselves that they had shot no fewer than 189 workers for what they called treachery to the Soviet Republic.

Recent Rebellion Premature

"In 1920 this movement was less apparent, for a reason which I will point out in a moment; but it came to the surface again a few weeks ago when there was a revolt in Petrograd. I was convinced when that revolt broke out that it was premature. The workers had not had time to organize a complete revolution. But these outbreaks must continue. The whole of Russia is simply simmering with discontent and with revolt.

"Now, why did I say that it was less

MASS OF RUSSIAN PEOPLE PLAYS A WAITING GAME

apparent last year? Here we come to the external attempts to overthrow the Bolshevik power. You will remember that patriotic Russians who had been expelled from Russia at the time of the Bolshevik revolution, gathered on the outskirts of the country and collected armies wherewith to invade their home lands and expel the usurper. These counter-revolutionary armies—or, to give them their more frequent term, these White armies, to distinguish them from the Reds—these White armies were at first received with acclamation everywhere. The peasants joined them in thousands. They were given food for nothing, they were given carts and means of transport for nothing. They began well, but unfortunately they ended badly, for the tragedy of all those counter-revolutionary armies, under Kolchak, Denekin and Wrangel, was this: that they were backed up by a small number of men who had failed to learn the lessons of the Russian Revolution. And when I say the lessons of the Russian Revolution, I mean, not the lessons of the Bolshevik Revolution, but the lessons of the Revolution which resulted in the downfall of the ancient system in March, 1917.

Autocracy Overthrown Forever

"At the time of that cataclysm, three things were irrevocably abolished in Russia, and they were these: Firstly, the power of the autocracy; Secondly, the power of a military caste, and Thirdly, the big landlords. When the White armies advanced, the peasants were bewildered to hear the White officers frequently singing 'God save the Czar,' and their hostility was soon aroused by the reintroduction of a militarist discipline, with the whip and the knout, while the landlords could not conceal their hopes that in the event of counter-revolutionary victory, the land would be restored to themselves. Thus the sympathies of the populace were rapidly alienated; and what did we see? We saw that while they advanced at first with great success, a time came when they were checked, and they surged backwards with as great rapidity as they had surged forwards, and thousands of men who deserted to them from the Red army deserted backwards, back to the Reds, or if they did not wish to desert to the Reds, they ran into the woods and fields and thus got the nickname of Greens, as distinguished from either the Whites or the Reds.

"The position of the vast mass of

peasantry at the present moment is this: that they are equally afraid of the Whites, who threaten the restoration of the land, and of the Reds. But the curious thing is that from end to end of Russia today you will not find a single individual who really believes that Lenin and Trotsky's regime is a durable one. It is an amazing thing—I think more amazing to the Bolsheviks than to anybody else—that they have lasted as long as they have. On the other hand, they fear that if the landlords get back into power, perhaps backed up by the Allies, that they might never get them out again; and the peasant is playing a waiting game. When he can be perfectly sure that there is no chance for complete reaction, then he will turn, and he will turn violently, against his oppressors today.

A Bolshevik Search

"Now, the Extraordinary Commission conducts searches in private houses, and very often in the houses of the workers; and of course, I, during the time when I was living there, disguised with a long beard, and looking as ugly as I possibly could—which perhaps is not very difficult, in my case (laughter)—I also experienced a good deal of the searching, and I will describe, I hope for your amusement, a little incident that took place.

"I had a doctor friend in Petrograd who knew exactly who I was and what I was doing. I was spending the night one day in his flat, when about six o'clock in the morning I heard unfamiliar sounds in the corridor. I immediately guessed that the lodging was going to be subjected to a search. Now, in the flat I had taken some precautions. It being the flat of a doctor, we decided that in case of a visit from these unwelcome visitors it should be given out that I was an epileptic individual, and in order to quell any suspicions on the part of the house porter who lived below, I had two or three epileptic fits on the staircase for his benefit. (Laughter.) He, sympathetic soul, had carried me upstairs to the doctor's room, and gravely reproached the doctor for allowing so pitiful an invalid to walk about the streets alone.

"Fortunately, the searchers, consisting of an important commissar and three soldiers, commenced their search in the study of the doctor, which was next door to the room in which I was sleeping. While they were going through all his books and papers and taking up the car-

pets and looking behind the pictures, I also examined the document that might happen to be in my own pockets. I found to my dismay, that I had on that occasion three passports, all with the same photograph, but all with different names! (Laughter.) So, hurriedly, while he was searching the next room, and perhaps destroying things, I destroyed two of these passports and I hid the ashes up the chimney.

"I had only just finished this and lain down again on my couch, when in came the searchers. While they entered the room I heard the doctor say in significant tones, and obviously addressed in my direction: 'I warn you that this patient is a dangerous invalid. He had a bad attack yesterday evening. I believe he has had a restless night, and he may have a fit at any moment.' Well, of course, I had a fit. (Laughter.) While the Commissar and his assistants searched the table and the bookcases at the other end of the room, I lay on that sofa, and I foamed at the mouth, and I squealed and squirmed and I made a thorough exhibition of myself with such success that I am convinced that the Commissar would not have allowed his men to touch me with a ten-yard pole. When they had concluded a hurried search, I heard the Commissar say to his assistants: 'Now be careful, leave the patient alone; I think it would be dangerous to touch him.' The only people in that flat who were not arrested were myself and the cook! (Laughter.)

Importance of Seals

"I mention the subject of papers, documents of identification, passports. It is a very important thing in Russia under this regime. Everyone has to carry a whole heap of papers showing his abode, his occupation, and so on. It was always a trouble to me to keep my papers up to mark. The most important thing, however, of all papers of identification, was to have a big and prominent seal of some sort, and in the early days of the revolution I think Captain Martin will bear me out when I say that the Americans were in a great advantage in this respect, while foreigners were still allowed to travel freely about Russia, because the seal of the American Consul in Russia was a huge red attachment, resembling a glorious setting sun. It only sufficed for an American citizen just to take this paper out of his pocket and for a recalcitrant Commissar to note the huge red seal in

AMERICA MUST HELP RUSSIA, SAYS SIR PAUL DUKES

the corner, or to touch his hat and tell him he might put it back and proceed in peace.

"Now, I know the case, for instance, of an Englishman who traveled once from Petrograd down to Moscow, obtaining his ticket and permits and everything with no other document of identification than a receipted English tailor's bill. (Laughter.) The sheet had a big printed heading. It had two or three English postage stamps attached in the corner, and it had some great big signatures in red ink, and he flourished this paper in everybody's face and said it was a diplomatic passport issued by the British Embassy. (Laughter.)

Passport Was Overdated

"On this occasion when I was overtaken by the search in that flat, I had the misfortune to find that the passport which I had retained was two days overdated. Now, it was just at that period that a reign of terror was opening in Petrograd, and ever so many people were being arrested on the very slightest suspicion. I felt that it was not up to me to subject any of my friends to the risk of being discovered with myself in their house with overdated papers.

"You must remember that one of the most potent means the Bolsheviks possess of maintaining this iron hold over the population, is to punish not delinquents first, but their relatives. For instance, when an officer is sent down to the army, he is not allowed to go until he has signed a paper, and on this paper it says: 'I hereby declare that I am aware that in the case of my infidelity to the Soviet government, my wife and family, or other nearest relatives shall be arrested and deported,' and that, I am sure, is a factor, is a motive, which has inspired many Russian officers to fight wholeheartedly on the side of the Bolsheviks, instead of deserting as they would normally have done.

Lenine's Money Worthless.

"Now, I fear that I must be drawing to my close. I will just tell you one little incident further which is typical of the position and the attitude of the vast mass of peasantry toward their present rulers. You know, there is nothing whereby you can judge so well of that attitude as their attitude toward money. Last year, when one of our English labor delegates went to Russia (and came back completely cured of all his Communistic theories) he went into a store in a peasant village and asked for a pound

Must Teach Russia

"America is the greatest democracy in the world, and there is a great part for America as well as for my own country to play in the restoration of Russia, and the teaching of Russia, how to use, how to employ, this great gift of freedom which temporarily they have allowed to slip out of their hands."

"And if you do that, if you help us, if we work together in teaching the Russians how to do this thing, how to profit by liberty, and what duties it carries with it, I assure you, knowing the Russian people as I do, that they will not be lacking in their gratitude."
—From the speech of Sir Paul Dukes.

of butter, and the storekeeper said, yes, he would sell the pound of butter, surreptitiously, of course, for a thousand rubles. And so the Britisher took out of his pocket a good Lenine thousand-ruble bill and placed it on the counter, one of the latest issues of those thousand-ruble bills. But the storekeeper said: 'Oh, we don't take that; we don't think that is money.' 'How so?' said the Britisher, 'why isn't it money? Here it is with Lenine's signature and over the top "Proletariat of all countries unite." Isn't that good money?' So he said: 'No, that is not. We don't take it. When you took your pocketbook out of your pocket, I noticed in the corner a hundred Czarist rubles of the old regime. If you will give me that hundred-ruble bill, I will give you not only this pound of butter, but I will give you ten thousand Lenine rubles for nothing.' (Laughter.) That is the amount of confidence they put in the Government.

Masses Ignorant of Government

"As for Communist theories, they know nothing about them at all. You know, their only idea of a republic, if they can get hold of the word even, is of a republic with a good Czar at the head of it looking after things. There is a story of a Russian mujik, a Russian peasant soldier, who heard a speech by the President of the former Parliament on the Constitution, and his comrades said to him: 'Look here, who is this he is talking about there all the time, this constitution?', which in Russian is 'constitutuzia,' a word of the feminine gender. 'Who is this constitutuzia who is going to

rule over us?' And the other fellow replied: 'Sure, I don't know, unless it is the President's wife!' (Laughter and applause.)

The Wooden Spoon

"There is a further story which is very typical of Russia, of a peasant who dreamt a dream, and in his dream there was placed before him a huge bowl of most delicious gruel. But, alas, he was given no spoon wherewith to eat it. And he awoke, and his mortification was so intense that on the following night he took the precaution of taking with him to bed a big wooden spoon in case the dream should recur. (Laughter.)

"Now, that is very funny. But you know that plate of gruel is just like the Russian Revolution. Here you had a country of 150 million people who had never had the faintest idea of what self-government was, and suddenly they were given complete liberty, and they simply did not know how to use it. But in the course of these four years of oppression and terror, they are learning the lessons of tyranny, after having had really a very brief spell of liberty, and it is like this. The Russian people are at the present time fashioning for themselves a spoon; and I am sure of this, that next time that great plate of gruel like the Revolution is placed in front of them, they will know how to use it.

Possibilities of Russia

"The fate of Russia, you know, is intimately bound up with the fate of the rest of the world. Of course, no one can say when we shall be once again in touch with that great country—a country which in a hundred years has raised itself to be on a par with the rest of the nations of the world. Think just of the one feature of music. A hundred years ago, Russia was an unknown country, and yet in that one hundred years she has raised herself to be on a par, she has outrun the rest of the world in music. The first Russian composer, who lived just a hundred years ago, is still considered a modern composer, so suddenly did this genius spring itself upon the rest of the world.

"As regards the peasantry, there are peasants who specialize in picture painting. They will go from their native village to a distant shrine, just look at a picture for an hour or two, then come back and from memory they will paint a copy so precise that if you put them side by side, you can scarcely tell the

RUSSIA FROM WITHIN A SCENE OF CHAOS

difference. That is where the genius of the Russian people lies. But they have never had any ideas of self-government.

America Must Help

"America is the greatest democracy in the world, and there is a great part for America as well as for my own country to play in the restoration of Russia, and the teaching of Russia, how to use, how to employ, this great gift of freedom which temporarily they have allowed to slip out of their hands. And if you do that, if you help us, if we work together in teaching the Russians how to do this thing, how to profit by liberty, and what duties it carries with it, I assure you, knowing the Russian people as I do, that they will not be lacking in their gratitude." (Applause.)

The Meeting Adjourned.

"The only thing necessary to complete this address," commented Chairman Childs, "is an exhibit of one of those epileptic fits. (Laughter.) I voice the opinion of all present that this has been one of the most entertaining, one of the most instructive and illuminating luncheons that we have ever had." (Applause.)

The meeting closed with the singing of the last two verses of "America."

MARRIAGES INCREASE

More people got married in Manhattan last year than in any other year in the history of New York, and fewer persons went to the workhouse because of intoxication, according to figures announced yesterday. A total of 43,307 marriage licenses were issued at the Municipal Building, as against 41,968 in 1917, the previous banner year. The marriages performed in the marriage license bureau last year totalled 15,436, which was beaten by the 1917 record of 16,041. Last year 23,154 marriage licenses were issued in Brooklyn, as against 21,530 in 1919. The Commissioner of Correction announced that 176 persons were sent to the workhouse for drunkenness last year, of whom seventy-seven were women. In 1919 the total was 429, and in 1915 it was 4,926.

MOTOR CAR REGISTRATION

In the United States last year 9,211,295 motor cars were registered, an increase of 1,645,849, or 22 per cent, over the number registered during the previous year.

PREVENT FIRES BY CLEANING UP

Anti-Litter Bureau Appeals to Business Men to Guard Against Conflagration

COMPLAINTS ARE INVITED

Prepared by the Anti-Litter Bureau of
The Merchants' Association

The Merchants' Association, through its Anti-Litter Bureau, during the past three and one-half years has placed emphasis on the need of cleaner and safer streets. To bring about the desired results appeals to the public have been made from time to time through the press.

Active Inspection Made

High school pupils and business employees have given a portion of their time to the inspection of specific districts and they report to the Anti-Litter Bureau all unsafe conditions of sidewalks, roadways, toppling lamp posts, leaking hydrants, all violations of the sanitary laws having to do with exterior conditions, etc. When these reports are received the complaints are immediately forwarded to the various City departments with which the Bureau cooperates.

With the aid of several thousand Anti-Litter Block Captains The Association has been enabled to lessen, to a great extent, the unnecessary littering of public thoroughfares, vacant lots and similar places. The City has also been relieved of many fire hazards in such places as vacant lots, areaways and openings under sidewalk gratings. There are, however, many, perhaps thousands, of fire hazards existing throughout the City which have not been reported to us owing to the comparatively small force of Block Captains actively engaged in inspection work.

Many Hazards Not Reported

There are only three thousand five hundred Block Captains who report on conditions, and there are seventeen thousand and seventy-five blocks in the Boroughs of Manhattan, The Bronx and Brooklyn. Inspection of all these blocks would require, according to the present system of allotting territory, sixty-eight thousand three hundred Block Captains. One can readily understand, therefore, why we make the bold statement that there are perhaps thousands of existing fire hazards located throughout the City which have not been reported to the Bureau.

It should be the earnest endeavor of all citizens to bring about the safest conditions possible in the City. Rubbish should not be allowed to remain on the premises. It creates a fire hazard and a condition which is extremely detrimental to the health of all who come in contact with it. Spontaneous combustion will take place in some piles of refuse. Rats breed in these places. The rat carries fleas, and fleas, if coming from a rat which is diseased, will spread disease to human beings.

Trade Waste Removal

If any trouble is experienced in having trade wastes removed promptly, a letter or telephone call to the Anti-Litter Bureau will prove helpful in bringing relief. The Commissioner of the Department of Street Cleaning has furnished the Bureau with a list of cartmen who will remove refuse at a normal cost. We will be pleased to furnish a list containing the names and addresses of cartmen in any particular district. We want to help you make your community safe not only for your own interests but also for the interest of those living or carrying on business in your community.

Complaints Are Welcomed

We shall be glad to receive complaints about broken sidewalk or roadway pavements, toppling lamp posts, leaking hydrants and dead animals in the streets. All these conditions are more or less an impediment to the progress, safety and healthfulness of your community.

Will you not call upon us when in need of assistance? The Anti-Litter Bureau is at your service. Why not make use of it? It will very gladly render aid upon request.

SUBWAY SIXTEEN YEARS OLD

During sixteen years the New York Subway carried 4,301,000,000 passengers (about three times the total population of the world), and in that time only seven passengers were killed. The subway originally was built to carry about 400,000 passengers a day. This increased to 1,000,000 a day by March, 1913, and at present to more than 2,000,000 a day. The original subway was seventeen miles long, with sixty-two miles of single track. At present the subways are seventy-five miles long, with 220 miles of single track. The total mileage of the cars run on the Interborough lines daily is 285,000. The subway was first opened at 7 P. M. October 27, 1904, and on that day carried 111,881 passengers.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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RUSSIA HAS NO TRADE TO EXCHANGE

The speeches made at the meeting of the Members' Council of The Merchants' Association last week showed clearly enough that Russia has no trade worth mentioning to give in return for the trade of an efficiently managed country.

Sir Paul Dukes and Captain Hugh S. Martin brought home to their hearers the lamentable conditions to which Communist rule has degraded a great and rich country.

After their statements the conclusion was inevitable that until a stable and rational government has been established in Russia, making secure the fruits of individual initiative and effort, that country must remain on a par with the semi-civilized countries of the world. The speakers showed that the attempts to establish a Communist Government had paralyzed production and transportation, wiping out industrial plants and ruining transportation systems. They showed that the great mass of the population has been brought to the verge of starvation and is being made to endure indescribable hardships, with the threat of summary execution, without an opportunity for defense, constantly hanging over their heads.

It was a gloomy picture that the two secret service men drew of formerly prosperous Russia, which is one of the richest countries in the world in undeveloped natural resources. The speeches made a deep impression upon all who heard them.

CONNECTICUT DAYLIGHT SAVING

Although a reactionary Connecticut Legislature passed a law forbidding Daylight Saving in that State, the industrial plants are planning to secure the benefits of it by starting work an hour earlier in the morning. Already twenty-three manufacturers in Middletown and its vicinity have agreed to change their working schedule from April 24 to September 25 and the trolley companies promise to change their schedules accordingly. In Hartford, Stamford, Waterbury and other centers similar sentiment is being shown.

The determination of the people of Connecticut to have Daylight Saving in spite of their Legislature is both interesting and instructive in view of the situation in the State of New York.

THE EMPLOYMENT SITUATION IMPROVES

An investigation conducted by the Industrial Bureau of The Merchants' Association indicates that the peak of unemployment in New York City seems to have been passed.

While some trades are more fortunate than others, and while some allowance must be made for seasonal activity, the situation as revealed by the inquiry is not destitute of encouragement.

Such inquiries serve a distinctly useful purpose.

THE CITY'S BUSINESS

The Comptroller of the City of New York shows that last year the gross receipts of the City Treasury were \$905,732,842, and the gross payments \$883,985,148.

This means that the City's aggregate business was \$1,789,718,990, or an average of \$5,965,200 each day.

The City borrowed \$204,049,443 on corporate stock notes and tax notes during the year. A large portion of this represented renewals, so that the net borrowing was only \$25,266,443.

The receiver of taxes collected \$190,352,881 from 1920 taxes during the year, and \$5,730,145 from the preceding year's levy.

The registration of contracts reached a total of 3,520 and various kinds of adjustments were made in about 12,000 existing contracts during the year.

These figures indicate the magnitude of the City's business. It is well that examination should be made from time to time to see whether efficiency prevails and whether existing methods cannot be improved upon. This is the sort of inquiry that is being urged by the Brooklyn Chamber of Commerce and that The Merchants' Association has endorsed. The question of whether authority shall be granted for it is now before the Legislature.

PEAK OF UNEMPLOYMENT IS PASSED IN NEW YORK CITY

Industrial Bureau of The Merchants' Association Presents the Results of An Inquiry Into the Situation in Some of the Leading Industries Here

Prepared by the Industrial Bureau of The Merchants' Association

The peak of unemployment in New York City has been definitely passed, and many of the City's leading industries have appreciably enlarged their operations since the first of the year according to reports made to the Industrial Bureau of The Merchants' Association during the closing days of March. In some cases, as for instance, in the fur industry and the needle trades, the increase in employment is seasonal, but in other cases a genuine revival seems to have taken place, with the prospect of continued operations on an increased scale. On the other hand, the jewelry industry, shipbuilding, cigar manufacturing, printing and paper, iron foundries and forge shops seem to have suffered a decline since January 1. Leather tanning and manufacturing and the piano industry have seen little change since the first of the year, and conditions in the building industry are practically static.

Industries Which Have Improved

The industries which have enlarged operations since the first of January are lumber, woodworking and furniture (with the exception perhaps of the lower grades of furniture), machinery, automobile accessories, metal stampings and certain metal specialties, furs, shirts, waists and dresses, shoes, food products and confectionery, cigarettes and smoking tobacco and chemicals and allied products.

The Federal Government reported that on January 1, 1921, there were 518,220 persons employed in factories in New York City. This number contrasted with 755,463 employed January 1, 1920. This indicated a reduction of 31.8 per cent. As a result of the increase in industrial operations in New York City during the last three months, it is believed that the number of unemployed has decreased one third, indicating on the basis of the Federal Government's report a total number now employed in factories of more than 600,000. The following statements indicate in detail the present condition of New York City's most important industries:

Needle Trades

The textile industry in New York City during the last three months has

shown certain signs of improvement.

The men's and boys' clothing line is still tied up with the strike which began early last December and it is therefore difficult to estimate the amount of business being done in this line. On the whole, changes since the first of the year appear to be slight.

The men's shirt industry on the other hand has improved decidedly during the last four weeks, the reason being that the unions agreed to a reduction in wages. On January 1 practically nobody was working at this trade. Now practically all are employed—certainly 95 per cent of the normal force.

As far as women's wear is concerned there has been an improvement. At the height of the spring season in the dress and waist industry probably 80 per cent of the normal force was at work. Since Easter there has been the usual slump in the trade, but it is confidently predicted that the fall season will be practically a normal one.

In the cloak and suit lines, however, conditions are very uncertain. Retailers are demanding goods at prices which the wholesalers claim they cannot meet with present labor costs.

The Fur Industry

Employment in the fur industry in New York City has more than doubled since January 1, about 5000 people being employed at the present time. This is due largely to the fact that the fur industry is seasonal. The present activity affects especially fur dressing and fur dyeing. These processes precede the actual manufacture of furs into the finished product, which is now just beginning for this season.

New York City produces 90 per cent of all fur goods manufactured in the United States.

Leather and Its Finished Products

The wholesale leather market, with the exception of specialty shoes, is still very dull. As far as hides are concerned there has been no revival since the first of the year. Prices have gone steadily downward until they are now below pre-war levels. Even at these low figures the demand is dull. The one exception is calf skins. The reason for this is that the production of specialty shoes has practically doubled

in the last few months. On the first of the year the shoe factories in New York were running about 50 to 60 per cent of normal. Now most of them are operating at normal and some of them are rushed. There are very few people in the shoe industry unemployed. The reason for this sudden change was that dealers did not place their spring orders for specialty shoes until the last moment. Then the demand came with a rush. It is questionable, however, whether the present situation will continue for any considerable time.

The Metal Industries

The condition of the metal industry in New York City is by no means uniform at present, although in general, conditions are improving. The manufacture of machinery, automobile accessories and certain specialties seems to be on the up grade. There is some improvement also in the manufacture of metal stampings. On the other hand, foundries and forge shops have suffered a slight decline since the first of the year. Ore refining in this district is likewise somewhat slower than in January.

Taking metal manufacturing as a whole, one prominent Brooklyn manufacturer estimates that the industry is now about 70 per cent normal as compared with 60 per cent normal on January 1. It is estimated, however, that the iron, steel and non-ferrous castings foundries throughout the City are operating at less than 50 per cent capacity.

Building Industry

The situation in the building industry remains practically unchanged, about the same number being employed now as on January 1. While there is still some construction of factories, office buildings and the like, very few new contracts for such work are now being let. The two most important contributing factors to this situation are said to be high labor costs and the high cost of material, part of which is due to the present freight rates. The construction of separate houses, for which there is usually a very large demand at this time of year, is curtailed particularly because of lack of funds. A "purchaser's strike" has left on the market houses which were built during the period of very high

IDLENESS IS DECLINING IN THE LEADING INDUSTRIES

costs, and until these are sold, builders state they cannot proceed.

Lumber

The lumber, woodworking and furniture manufacturing industry in New York City has improved slightly since January 1 and is now employing about 10 per cent more workers than three months ago. The industry, however, is still not more than 50 per cent normal. Plants manufacturing high grades of furniture are more nearly normal in their operations than any other lines in this industry. Since the industry is closely connected with building construction, changes will follow rather closely the revival of the building industry. This applies to the manufacture of furniture as well as to other lumber products.

Manufacturers of wooden boxes state that their industry is running about 60 per cent normal and is improving slowly as the result of improvement in general business conditions.

Food Products and Confectionery

There appears to have been a decided pick-up in the food and confectionery industries since the first of this year. Reports from nine individual concerns and associations indicate with but one exception that there has been a definite revival in this line. In three cases plants which were closed down on January 1 have reopened. One of these is now running at approximately 60 per cent of normal. Another has not only taken back all of its old employees, but even had to advertise for female help.

The manager of a food specialty concern reported that his sales have increased each month this year in "an unbelievable way." Of course, not all managers are as optimistic as this one. Certain companies have not felt a very marked revival up to the present, but all are hopeful of the immediate future.

Tobacco

Reports from the largest tobacco concerns in New York City indicate that since the first of the year there has been a slight revival in the demand for cigarettes and smoking tobacco. The increased output of cigarettes and kindred products appears to be due in part to the orders from various summer resorts which are laying in their season's supplies. The increased rate of output since January 1, however, in all probability does not amount to more than 5 per cent. On the other hand there has

been a very decided slump in the production of cigars. Many plants have shut down entirely. Probably only 50 per cent as many people are employed in this line now as there were three months ago.

Chemicals and Allied Products

The outlook in the chemical trade has decidedly improved since the beginning of 1921. At the close of 1920 there was a very decided slump in the demand for these products. Since that time the relatively large stocks in the hands of dealers have gradually been consumed with the result that recently they have been placing new orders with increasing regularity. Each month of 1921 therefore has seen an improvement in the wholesale chemical business. Up to the present, however, many of the wholesalers have been filling orders from factory stocks, so that there has been no marked increase in the number of the employees in chemical plants. However, if the present situation continues, as it is confidently predicted it will, there should be a gradual but steady increase in the working force of chemical plants during the coming months.

The Piano Industry

The situation in the piano industry is about the same as on the first of the year. Only about 35 per cent of the force normally employed in this industry in New York City is now at work. During the last few months there have been slight revivals in certain concerns and depressions in others, but on the whole the trade is no better off than three months ago.

Paper and Printing

The printing and paper business is somewhat slow. If anything, conditions are worse than three months ago. Many concerns have cut their advertising space materially. This has directly affected the printing of magazines and periodicals. The publication of catalogs, pamphlets and the like has also been held up in many cases with the expectation of securing lower rates as the result of a new wage agreement which is now being negotiated in the printing industry.

Wage costs practically amount to 80 per cent of the costs of printing.

Shipbuilding

The present situation in the shipbuilding industry in New York Harbor

appears to be worse than at the beginning of the year. The industry is now running at approximately 50 per cent of capacity. There are no indications that business will pick up in the near future, one of the largest manufacturers in this district claiming that there is no hope of revival before the beginning of next year.

Jewelry and Kindred Products

The jewelry business is worse off than on January 1, 1921. Retailers are selling less jewelry to consumers than they were at that time. Plants are only running 25 per cent capacity. Even this is a liberal estimate. Moreover the outlook is very gloomy. There are no prospects of improvement in the near future.

NEW ENTERPRISES LAST YEAR

Papers filed in the principal States for new companies with a capital of \$100,000 or over during 1920 represent the tremendous total of \$13,998,944,300, says the "Journal of Commerce." This easily breaks all previous records, and compares with \$12,677,229,600 in 1919, which had previously been the banner year in the matter of incorporations. The returns indicate unprecedented activity in the formation of new oil and gas companies as well as an exceptionally large number of flotations covering all lines of business or industry. Shipping and chemical companies figure conspicuously in the compilation, while a number of important consolidations of a miscellaneous character are noted. But as the year wore away, incorporations showed a large falling off, apparently the result of the great credit strain and the world-wide readjustment in commodity prices and the resultant unsettlement in many quarters.

BANKRUPTCIES SHOW INCREASE

The total number of petitions in bankruptcy filed in the Federal Court for the Southern District of New York during 1920 was 1,502, the largest number since 1915, when the total was 1,723, the highest in ten years. The average for the five years from 1911 to 1915, inclusive, was 1,627 and for the following five years, 1,214.

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MAILING CERTIFICATES FOR PARCEL POST SUGGESTED

Foreign Trade News of Interest to American Shippers—Centennial Exposition to Be Held in Peru—Resources of Canada—Australia Postpones Tariff Duties

The Merchants' Association recently asked the Post Office Department to consider the possibility of providing for the issue of a receipt, or certificate of mailing, when a parcel post package is mailed so as to provide a negotiable paper and thus make the international parcel post service more valuable in transactions involving trade with foreign countries.

Department's Reply

A reply to this suggestion has been received from the Post Office Department, as follows:

"This Office understands your suggestion is to be regarded as covering the issue of a receipt or certificate intended to constitute a representative of the goods transmitted in the package and to stand for them, so that a transfer of the receipt or certificate would be a transfer of the goods themselves. With this understanding, please be good enough to note that the parcel post Conventions now in force deal with the articles handled as contained in packages, the question of the goods, kind, ownership and customs duty being altogether subordinate to the functions of collection, conveyance and delivery primarily contemplated.

Convention Would Be Required

"In other words, it is your evident purpose to make a bill of lading out of a mailing receipt or certificate of mailing. This is not likely to be brought about as a plan without a Convention to govern all countries which may be signatories. The time, however, does not appear favorable to such a Convention, since there are other extensions of the parcel post service such as insurance to be provided for in the near future and efforts are now being made to bring that service about when the appropriation applicable thereto is available after July 1st next.

"With regard to the plan you refer to, please state if you have in mind any suggestions that would be helpful in accomplishing the desired purpose, without providing for a bill of lading form."

Peru's Centennial

The Merchants' Association has received a notice from the Peruvian

Centennial Exposition, whose temporary offices are at the Peruvian Consulate, 42 Broadway, New York City, to the effect that an industrial exposition for the display of American merchandise is being planned in connection with the 100th anniversary of the independence of Peru. The exposition will be held at Lima. Bookings may be made through the permanent office of the Peruvian Centennial Exposition at 44 Whitehall Street.

Canada's Resources

A communication addressed to The Merchants' Association by Mr. A. Barnaud, District Office Manager, in this City, of the Bureau of Foreign and Domestic Commerce of the Department of Commerce, calls attention to opportunities for investment in certain portions of Canada. Mr. Barnaud's letter is as follows:

"In the belief that you may be interested, I respectfully wish to invite your attention to the fact that this Bureau is in receipt of considerable data relative to the opportunities for the purchase of raw materials and the investment of American capital on Vancouver Island, British Columbia, Canada. This report, submitted by Mr. R. M. Newcomb, American Vice Consul in charge at Victoria, directs specific attention to the opportunity in pulp mills, lumber, copper mines, iron ore, and the cement industry, and may be consulted by representatives of American firms at the above address. In the material transmitted with this report, we also observe the following which supplements the original information:

"1. Copy of the law pertaining to forests and the regulations of commerce in timber and products of the forests.

"2. Copy of law relating to joint stock companies.

"3. Canadian Bureau of Mines report of Vancouver and Texada Islands.

"4. Report entitled 'Commercial Feasibility of the Electric Smelting of Iron Ores in British Columbia.'

"The recent interest evinced in Canadian opportunities prompts me to call this to your attention, and it is

hoped that we may be in a position to be of further service to you."

Mr. Frost Coming

The Merchants' Association has received a letter from Mr. Wesley Frost, former Acting Foreign Trade Adviser, Department of State, announcing that he has been appointed American Consul at Marseilles, France.

The letter further states that prior to sailing for France he expects to be in New York for a day or two in order to consult with business men interested in trade with France. During this period he will make his headquarters at the offices of the Bureau of Foreign and Domestic Commerce, Room 734, Custom House. Members desiring to confer with Mr. Frost can telephone to the Bureau making appointments prior to his arrival.

Duties Postponed

The Association has received from the Hon. Mark Sheldon, Commissioner of the Commonwealth of Australia stationed in this City, the following communication:

"Referring to my letter of March 1st, re deferred duties, I beg to inform you that advice has been received from the Australian Department of Trade and Customs, that the operation of the deferred duties has been postponed in the case of the following goods, viz:—

"Item 278 (A) Soda Ash—Postponed from January 1, 1921, to October 1, 1921.

"Item 278 (B) Caustic Soda—Postponed from January 1, 1921, to October 1, 1921.

"This means that up to 30th of September the duty on bulk soda ash and caustic soda from U. S. A. will be 15 per cent ad valorem and that on and after 1st October, 1921, the duties will be:

"Soda Ash 80/- per ton or 45 per cent ad valorem whichever rate returns the higher duty.

"Caustic Soda 100/- per ton or 45 per cent ad valorem whichever rate returns the higher duty."

LEGISLATION AFFECTING CITY'S BUSINESS INTERESTS

Analyses Made by the Legislative Service Bureau Give the Substance of New Laws and the Measures of Chief Commercial Importance Now Pending in the State Capital

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

Manufacturing in Tenements

(Sen. Int. No. 1176, by Mr. Meyer.)

To amend the Labor Law in relation to the manufacture of articles in tenement houses, by providing that no article shall be manufactured for a factory either directly or through one or more contractors or other third persons in any apartment of a tenement house in a city of the first or second class, if any part of such apartment is used for living purposes.

Tailors, seamstresses, and dress-makers making wearing apparel directly for consumers, working in licensed tenement houses, are exempt.

Revolving Doors Must be Approved by Building Department

(Sen. Int. No. 1194, by Mr. Katlin.)

To add new Section 125-a to the General Municipal Law, providing that a turnstile, revolving door or other device for ingress or egress by the public to a hotel, restaurant, theatre or other place of public accommodation, resort or amusement, or to any office building, store, factory or other place of business shall not hereafter be installed, or if heretofore installed shall not be used after January 1, 1922, unless the character of such turnstile, revolving door or other device shall be approved by superintendent of buildings, or other board or officer having charge of the construction of buildings.

Affects Accounting Corporations

(Sen. Int. No. 1158, by Mr. Campbell.)

To amend the General Business Law in relation to public accountants, by prohibiting a corporation or voluntary association from practicing accountancy unless the name of such corporation or voluntary association contains in it the surname or surnames of the president or other executive officer regularly in charge of its affairs, and unless all of its officers and directors are actively engaged in the business, or are either pro-

fessional accountants principally engaged in the profession of public accounting, or assistants to or employees in the organization, the sole occupation of which is that of public accounting, in the employ of said corporation or voluntary association.

Marine Insurance Contracts

(Sen. Int. No. 859, Print 1427, by Mr. Karle.)

To amend Section 45 of the Insurance Law, in relation to reports of insurance corporations organized outside of the United States, by providing that in connection with marine insurances under contracts which provide that losses thereunder shall not be collectible out of nor chargeable against the assets of said corporation, in the United States, said corporation shall not be required to maintain reserves thereon.

Permits Payment of Employees' Wages by Check

(Sen. Int. No. 1169, by Mr. Knight.)

(Assem. Int. No. 1468, by Mr. Brady.)

To amend the Labor Law generally. Provides, among other things, that females over 21 years may be employed in operating polishing or buffing wheels for wet grinding under conditions specified by the Industrial Board; and that an employer in railroad, telegraph, telephone, water, express, mercantile and certain other industries may pay his employees by check, instead of in cash, upon furnishing satisfactory proof to the Commissioner of his financial responsibility and gives reasonable assurance that such checks may be cashed by employees without difficulty and for the full amount for which they are drawn.

Taxes of Dissolved Corporation

(Assem. Int. No. 1438, by Mr. Smith.)

To add new Section 219-m to the Tax Law, providing that in case a corporation is dissolved between November 1 and May 1 of any year, application may be made to the Tax Commission for a resettlement of its account for such year, and the Commission shall, upon proof of such dissolution, reaudit and restate its account, assessing such corporation for only such proportion of the amount for which it would be assessable for the entire year as is represented by the number of months prior to and in-

cluding the month in which such dissolution shall have taken place. If prior to such reaudit and restatement of its tax for such year, such corporation shall have paid the tax assessed against it, it shall be entitled to credit therefor, and such credit may be assigned to a corporation liable to pay taxes under Article 9-a.

Income Tax Deductions

(Assem. Int. No. 1137, by Mr. Judson.)

To amend subdivision 7 of Section 360 of the Tax Law, in relation to income tax deductions, by providing that in the case of a debt existing on January 1, 1919, no more than its fair market value on that date shall be deducted; and that a worthless debt arising since January 1, 1919, from unpaid wages, salary rent, or any similar item of taxable income, is not an allowable deduction, unless the income which such item represents has been included as income by the taxpayer in a return rendered under the law.

Determining Gain or Loss For Income Tax Returns

(Sen. Int. No. 1281, by Mr. Davenport.)

To amend Section 353 of the Tax Law in relation to ascertaining gain or loss for the purpose of the income tax, by providing, in the case of property acquired prior to January 1, 1919, and disposed of thereafter, that no profit shall be deemed to have been derived if either the cost or the fair market price or value on January 1, 1919 exceeds the sale price; that no loss is sustained if the cost or the fair market price or value on that date is less than the sale price; that where both cost and fair market price on January 1, 1919 are less than the sale price, the basis for computing profit shall be the cost or fair market price or value on that date whichever is higher; and that where both the cost and fair market price on that date exceed the sale price the loss is to be computed on the cost or fair market price or value on January 1, 1919, whichever is lower.

These provisions would apply to the 1920 returns and each year thereafter.

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ENGINEERING BILL STRONGLY OPPOSED

**Reasons Why Corporations
Should not be Excluded from
the Practice of Engineering**

ARE A NATURAL DEVELOPMENT

This Association has filed with the Chairman of the Committee on General Laws of the Assembly, the Hon. John L. Richford, objection to Senator Ferris' bill which would have the effect of forbidding corporations and partnerships to practice the profession of engineering and of limiting it to individuals.

Reasons for Opposition

The letter to Assemblyman Richford, giving the reasons for opposition to this bill, is as follows:

"There is pending before your committee a bill to amend the General Business Law in relation to the licensing of professional engineers, being Senate Introductory No. 145, Print 716, by Mr. Ferris, passed by the Senate, March 23, 1921.

"The bill as originally introduced, Print 147, proposed to strike out the provisions of existing law which permits the practice of professional engineering by corporations and partnerships, and thereby to limit the issuance of licenses for the practice of engineering to individuals.

"The Senate Committee on the Judiciary held a hearing on this bill on February 22, 1921, which hearing was attended by representatives of some of the most prominent engineering corporations in the United States, as well as by individual engineers and representatives of Engineering Societies and Associations. After considering the arguments made and the facts presented on that occasion in opposition to the provisions of Senate bill 147 which would prohibit corporations from practicing professional engineering in this State, the bill was amended by adding Section 39-o which provides, among other things, that nothing in the Act shall apply to a corporation, partnership or joint-stock association, provided the actual practice of engineering on their behalf is carried on by licensed engineers.

A Natural Evolution

"In the opinion of The Merchants' Association, the practice of engineering

requires a combination of technical training and experience, of executive capacity and of business judgment matured by experience. Consequently the development of large engineering firms and corporations has been a natural evolution which permits the efficient co-operation of men who can contribute some special technical business or executive talent.

"Therefore, after a thorough consideration of the proposals contained in the bills referred to, The Merchants' Association of New York desires to be recorded as opposed to those provisions of Senate bill 147 which would limit the issuance of licenses for the practice of professional engineering to individuals and prohibit the licensing of corporations and partnerships to practice, and to be recorded as approving the provision of Senate bill 716 which permits the licensing of individual engineers and engineering corporations alike."

ADVICE REGARDING DUTIABLE EXPORTS

**Foreign Trade Adviser Explains
the Situation That Leads to
Collection of Double Duty**

TELLS HOW TO AVOID IT

The Merchants' Association recently forwarded to the Department of State complaints of American exporters that they were required by certain foreign countries to pay both import and export duties upon merchandise shipped abroad but repudiated by the consignees.

Need Not Pay When Under Bond

The following reply has been received from the Hon. Wesley Frost, Acting Foreign Trade Adviser:

"I wish to acknowledge your letter of March 19, 1921, in which you make inquiry respecting the practice of certain Latin American countries in imposing import, export or storage charges on American goods whose return to the United States becomes necessary.

"The matter has been given considerable investigation here, and I feel warranted in stating that no Latin American country has laws such that American merchandise cannot be returned without paying import and export duties, unless it has already passed the customs. In other words, if goods are held under bond, without being formally

entered through the foreign customs office, they can be reshipped to the United States with no payments except of storage and similar charges.

When Entry Has Been Made

"If, however, a consignment has been regularly entered, it becomes a part of the general stock of goods within the country, in the same manner as under our own laws, and when exported will be subjected to the same taxation as the other goods in the country. This is, of course, the practice in the United States and we can hardly register complaints with other countries which have adopted our own methods.

"It is probably true that the storage charges and incidental fees in connection with the return of American goods are sometimes excessive; and in any given instance when evidence of this fact can be produced, the Department of State stands ready to interest itself. These fees, however, can hardly be determined in advance, as the regulations and executive orders on which they are ordinarily based are subject to very frequent changes, and to new interpretations at a moment's notice. I believe it is more practical, therefore, to deal with individual instances than to attempt a general survey in advance.

Department Anxious to Help

"With regard to the illustrations which you give, you have doubtless noted that the consignment of gold solders forwarded to Buenos Aires through the American Express Company passed through the customs there and became a part of the stocks of gold articles in Argentina. Under our own laws, such goods would be subject to a gold embargo or any similar measure which our Government might impose. With regard to the \$9,000 shipment, to Brazil, upon which charges of \$4,200 were imposed in connection with reexportation, the facts do not appear to be sufficiently definite so that any explanation can be sought. If we could have a full statement of the circumstances, we should be glad to investigate and endeavor to suggest or procure an adjustment.

"In general terms, therefore, we are always anxious to be of assistance whenever a concrete case arises, but believe that a comprehensive survey, to result in a series of protests on principle, would be impracticable."

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DOCK BUILDING PARALYZED BY THE DEMANDS OF LABOR

Statement by the Counsel of the Contracting Dockbuilders Association Shows That Port Development Is Being Halted by Attitude of Wage Earners

By **MR. HENRY C. HUNTER**
Counsel for the Contracting Dockbuilders' Association

Millions of dollars worth of work involved in many projects for the expansion of the harbor facilities of the Port of New York is being held up by the attitude of labor engaged in waterfront construction. Not until a reduction in labor costs has been effected is there any likelihood that further improvements will be inaugurated.

Shipping Facilities Needed

Lack of sufficient shipping facilities at the Port of New York has resulted in the diversion of many million dollars worth of trade from New York in the past year alone. Unable to secure adequate accommodations here, many shipping lines have diverted their vessels to other ports. The Shipping Board has pursued a similar course, and as a result there has been not merely a loss of earnings but a sharp decrease in the proportion of the country's commerce handled through the Port of New York.

Congestion of shipping caused by the shortage of wharfage and freight handling facilities has been pronounced at times during the past few years, and with an improvement in the foreign trade of the United States this experience must be repeated unless the extensions contemplated can be gotten under way. Both National and State governments are anxious to bring about improvements in the situation for the benefit of the country's commerce, and private enterprise stands ready to inaugurate projects on a large scale, provided costs can be brought to a reasonable figure. All that stands in the way is the attitude of labor.

Fewer Hours, Higher Wages

Before the war, dock builders in the Port of New York were being paid at the rate of \$24 per week, engineers \$27, and cement workers \$10.50 to \$14 per week. The men then worked forty-eight hours a week. Since then advances have been secured by these trades until now dock builders have been receiving \$8 a day, engineers \$50 a week, and cement workers \$6.50 per day. In addition, the hours have been reduced from forty-eight to forty-four a week.

Although the men are working about 10 per cent less time than under the lower wages, they have been receiving far greater pay. Even leaving this out of consideration, however, dock builders have been getting 100 per cent more than they were, engineers 85 per cent, and cement workers 178 per cent.

Because of these high wages and short hours, the cost of waterfront improvements has increased to such an extent that it is practically impossible to secure any new work. Out of more than 3,000 dock builders formerly employed less than 500 are working today. The men continue, however, to resist any move tending towards a reduction in costs.

Huge Projects Halted

How extensive and important the work that is being held up under these conditions is indicated by the fact that the Cunard Company alone has under consideration the construction of docks, piers and other accessories whose cost has been estimated at \$30,000,000. Plans for large docks, warehouses and freight handling facilities have been completed by the Luckenbach Lines and the Dollar Steamship Company. Although these concerns are ready to go ahead, all of them have stated that while high wages continue they will not have the work of construction begun.

As the result of a survey of the plans of the railroad companies which have terminals in the Port of New York it is found that while a number of these lines are anxious to have work started on a number of large undertakings, they will not begin operations until substantial reductions in cost have been made. Extension of the port facilities of New York is therefore delayed indefinitely by the demands of labor for the continuance of pay on the highest levels reached during the war.

Wage Earners Resist Reductions

The Contracting Dockbuilders' Association has been investigating these conditions with a view to reducing the cost of waterfront improvements and enabling the projects in hand to be gotten under way as speedily as possible. Recently the Association announced that a reduction of 20 per cent would be made in the existing wages on all new work started after March 5, but that no cut would be made in the wages then

prevailing on work for municipal and private work then under way.

Several firms in the Association are doing work for the City at Staten Island, where piers are being constructed, and are paying dock builders the regular rate without the reduction of 20 per cent. The cement workers, however, are being paid \$5.50 a day. This latter amount is in excess of the prevailing rate in the Staten Island district, such workmen there being paid from thirty to forty-five cents per hour.

Out on Costly Strike

The cement workers, however, struck, refusing to continue to work unless they were paid at the rate of \$6.50 a day. When the contractors refused to pay such wages, engineers and dock builders struck in sympathy with the cement workers and the work for the City is now being delayed.

The conditions outlined form an example of how a handful of men are holding up the execution of projects which are vital to the business interests, not only of the City and State, but of the Nation as well. In addition, thousands of unemployed workers are being denied work through the arbitrary course pursued by a few hundred men.

RECORD FIRE LOSSES IN 1920

The destruction of property by fire in the United States and Canada during the year 1920 establishes a record exceeded only once in the history of the country, and that was in 1906, the year of the San Francisco conflagration. The fire losses of the past year, as compiled in the daily records of The Journal of Commerce, reached the total of \$330,853,925, which compares with \$269,007,775 for the previous year and \$317,014,385 in 1913, when many of the losses were incident to war activities. An analysis of the fire loss record of the year just closed reveals two important contributing factors, the first being the severe climatic conditions of the first two or three months, which are invariably conducive to heavy fire loss; the second being business depression following the invariable rule that when general business stagnates the property owners lose their keen interest in protection, and the fire waste reflects that indifference.

IMMIGRANT COUNCIL FULLY ORGANIZED

Mr. Burns Heads Executive Committee and Miss Perkins is Made Executive Secretary

WILL PROMOTE EDUCATION

The Executive Committee of the New York City Council on Immigrant Education completed its organization at a meeting held at the offices of The Merchants' Association on March 29 by electing the following officers:

Mr. Allen T. Burns, Director of the Division of Americanization Study of the Carnegie Corporation, Chairman.

Mr. William H. Woodin, President of the American Car and Foundry Company, Treasurer.

Miss Frances Perkins, former Industrial Commissioner of the State Industrial Commission, Executive Secretary.

Takes Mr. Dodge's Place

Miss Perkins takes the place of Mr. Martin Dodge, Manager of the Industrial Bureau of The Merchants' Association, who has been acting as Executive Secretary pending the appointment of a permanent Secretary.

The Council was organized as the result of The Merchants' Association's report on immigration, adopted last November, in which it was recommended that local agencies interested in immigrant education be invited to consider how they might increase the effectiveness of their work. There are upwards of 300 such agencies now operating in New York City.

The formation of the Council was discussed in a series of meetings held at the offices of The Association, an Outline of Organization being adopted at a meeting of representatives from fifty-one agencies on January 31. A copy of this Outline was printed in full in "Greater New York," on February 7.

Purpose of the Council

The main function of the Council will be to promote educational work for immigrants through existing agencies. The Council is non-partisan and is forbidden by its constitution to conduct or approve any political, economic or industrial propaganda. The administrative work will be directed by an Executive Committee of twenty-five mem-

bers representing business and employers' interests, welfare organizations, the State and City Departments of Education, the Federal Bureau of Naturalization and various local research, religious and foreign groups. A list of those elected to the Committee appeared in "Greater New York," issue of February 14.

LETTERS OF CREDIT FOUND AMBIGUOUS

This Association Joins in Calling a Conference for the Adoption of Standard Forms

DROP TIME HONORED FORMS

The Merchants' Association is joining other associations in issuing a call for a conference for the purpose of considering the adoption of standard forms for letters of credit which will leave no loophole for misunderstanding.

Proposed by Committee

This action was taken by the Executive Committee last Monday upon a report made by its Foreign Trade Committee, of which Mr. Lucius R. Eastman is Chairman, as follows:

"Your Foreign Trade Committee recommends that The Merchants' Association of New York, jointly with certain other organizations, issue a call for a meeting of representatives of leading commercial organizations in the eastern part of the United States, such representatives to take action which will establish forms of commercial letters of credit that will unmistakably set forth the purposes, intents and limitations of commercial letters of credit, the full intention of all of the parties thereto, and at the same time equitably protect the interest of all concerned, it being understood that The Merchants' Association will itself appoint delegates to participate in this conference.

Chamber of Commerce Resolutions

"This recommendation follows a conference of merchants held at the offices of the Chamber of Commerce of the State of New York, which conference adopted the following preambles and resolutions:

"Whereas, The stability of foreign commerce depends upon an assurance of money returned for merchandise bought and shipped; and

"Whereas, The banks offering their

services for financing mercantile operations have departed from the tested and time-honored form of commercial letter of credit, and are issuing forms so changed that their meaning is not clear, nor the purpose they serve beyond doubt, now, therefore, be it

"Resolved, By the merchants here present, that appropriate commercial organizations be requested to take such action as may establish forms that will unmistakably set forth the purpose of commercial letters of credit, the intentions of the parties thereto, and that will equitably protect the interest of all concerned, and, be it further

"Resolved, That copies of these resolutions be sent to the following organizations:

"American Exporters and Importers Association

"American Manufacturers' Export Association

"Boston Chamber of Commerce

"Bureau of Foreign and Domestic Commerce.

"Chamber of Commerce of the State of New York

"Chamber of Commerce of the U. S. A.

"The Merchants' Association of New York

"Merchants and Manufacturers' Association of Baltimore

"National Association of Manufacturers

"National Foreign Trade Council

"New York Produce Exchange

"Philadelphia Chamber of Commerce

"Philadelphia Commercial Museum."

In accordance with the action taken, President William Fellowes Morgan was authorized to appoint three delegates to represent The Merchants' Association at the conference.

MOTOR TRAFFIC

The extent to which the city's traction lines are relieved by motor passenger cars is shown by the fact that 420,000 persons use the latter method of travel daily. This motor traffic is equivalent to nearly one-third of the Interborough subway business, which carried 1,367,000 fares daily. It is more than one and one-half times the traffic of the Long Island, which averages 270,936 passengers daily in its peak periods. The passenger car figures take account only of vehicles entering or leaving the city and do not include trips made within the city borders.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Cities Adopting Daylight Saving Ordinances

Municipalities of the State Are Taking Advantage of the Permission Granted to Them by the Daylight Saving Repeal Law to Secure to Themselves the Benefits of the Extra Hour of Daylight During the Five Summer Months from April to October

The cities and villages of the State are adopting Daylight Saving ordinances providing for five months of Daylight Saving from the last Sunday in April to the last Sunday in September under the new State law which repealed State Daylight Saving but permitted centers of population to retain it by affirmative action.

Ordinances Adopted

The Merchants' Association has been informed that the following cities have already adopted Daylight Saving ordinances:

New York
Buffalo
Amsterdam
Albany
Watervliet
Niagara Falls
Syracuse
Oswego
Newburgh
New Rochelle
White Plains
Poughkeepsie
Yonkers
Mt. Vernon
Glen Cove
Kingston
Glén Falls
Gloversville
Hudson

In addition the incorporated village of Peekskill has adopted a Daylight Saving ordinance.

The village of South Nyack has adopted a similar ordinance and the village of Nyack will follow its example this week.

The ordinances adopted conform to the Daylight Saving period specified in the bill introduced in Congress by Senator Edge of New Jersey providing for Daylight Saving in the Eastern Time Zone.

Strong Sentiment in Utica

A Daylight Saving ordinance has been introduced in the Common Council of Utica and referred to the appropriate Committee. The City Clerk, at the direction of the Committee, addressed communications to the mercantile and manufacturing establishments of the City, as well as to the banks and labor organizations, asking their opinions.

The result was almost unanimous in favor of Daylight Saving.

The Chamber of Commerce of Woonsocket, Rhode Island, by Mr. Charles E. Smith, Managing Director, has notified The Merchants' Association that the Woonsocket ordinance which was passed last year at the request of the Chamber of Commerce, has been amended this year to provide for Daylight Saving on the schedule of the Edge bill, April 24 to September 25, inclusive.

In Effect in Great Britain

Daylight Saving time went into effect in Great Britain at two o'clock on Sunday morning, April 3. All the clocks in the United Kingdom were set forward for one hour. This is the sixth year of the Daylight Saving schedule for the summer months in Great Britain.

Chicago Daylight Saving

Western Metropolis Now Under Its Summer Schedule

From Chicago Commerce, March 26

Clocks in Chicago will be set ahead one hour tonight (Saturday), for daylight saving goes into effect at 2 o'clock tomorrow (Sunday) morning.

Monday morning the machinery of business will be thrown into high gear one hour earlier than usual and closing time will be correspondingly advanced. This change will remain in effect until the last Sunday in October, when winter, or standard, time will again be in effect.

The first effect of the change will be felt tomorrow morning, for the shift happens to come on Easter Sunday. Services in many churches will be started one hour earlier and many ministers fear that a considerable number of their flocks may forget that they must arrive by the new schedule. If the day is pleasant the regular Easter parade will take place an hour earlier than ever before.

The owner of a small home is probably the happiest man over the arrival of the daylight saving period. Last year the owner of a small place did not gain the advantage of the extra hour of

daylight in the evening until June 13, too late to help him with his arrangements for a garden. This year he will have the benefit of this hour during April just when it will be of greatest value to the one who wants to do his spring planting in the most approved manner. Many small repair jobs on the "little old bus" will be attended to by the man who arrives home from the office one hour ahead of his old schedule.

As the daylight saving plan has been adopted by the city council and has been approved by the voters, its acceptance is compulsory in all city departments. The city and county buildings, schools, courts, etc., will all be operated under the new time and will open one hour earlier Monday morning.

Most of the communities in the immediate vicinity of Chicago have followed suit in regard to Daylight Saving. Among the places that have adopted it are Chicago Heights, Evanston, East Chicago, Gary and Zion City. Hammond has rejected Daylight Saving, because of objections raised by women who did not want to get up one hour earlier and influenced the city council to kill the plan. Waukegan's action is still in doubt. The council met last Monday evening, but deferred action.

An interesting fact with regard to Daylight Saving is that it puts the working day exactly in the middle of the hours of daylight. Under standard time the percentage of daylight before working hours began was much greater than it was after their close. This meant that the majority of people were in bed while the sun was shining in the morning and that there was but a short spell of daylight when they were ready to enjoy it in the evening. The extra hour of sunlight in the open air will be a blessing to the thousands of office workers, to whom it will bring health and the joy of a touch of outdoor life.

The Association of Commerce has been a steady advocate of Daylight Saving for Chicago, but the necessity for its active participation in the campaign in favor of the change came to an end when the voters acted favorably regarding the plan last June. The active work for the adoption of

CITIES ADOPTING DAYLIGHT SAVING

the system was under the leadership of Elmer T. Stevens, chairman of the Daylight Saving Committee.

It is expected that Daylight Saving will be again in force in New York beginning with the last Sunday in April. Until that date Chicago and New York will have the same time, the adopting of Daylight Saving having wiped out the usual difference of one hour.

Beginning Monday the business hours of the Chicago Stock Exchange will be from 9 a. m. to 3 p. m., instead of from 8 a. m. to 2 p. m., as at present. This change is made to conform to the hours of the New York Stock Exchange. The present hours will be resumed in case New York adopts Daylight Saving. No change in hours is to be made by the Chicago banks.

NEW CONVENTIONS

Events Secured During March Through the Efforts of the Convention Bureau

During the month of March the Convention Bureau secured the following conventions for New York City:

National Harpists' Association of America.....	Mar.	1921
National Association of Worsteds and Woolen Spinners	May	1921
Oyster Growers and Dealers Association of North America	May	1921
American Cotton Association	May	1921
National Coal Association..	May	1921
National Lime Association..	June	1921
Steel Plate Transferrers' Association	Sept.	1921
National Association of Sweater and Knitted Textile Manufacturers	Sept.	1921
Regional Conference on Vocational Agriculture Education	Dec.	1921
National Association of Paint Jobbers	Mar.	1922

WOMEN TAXPAYERS

More than 20,000 unmarried women with incomes of between \$1,000 and \$2,000 filed returns under the State income tax law as heads of families last year.

FIFTEEN MEMBERS PLACED ON ROLLS

Business Men Attracted by the Service Given to Them by The Merchants' Association

MEMBERS SHOW GRATIFICATION

The individual service rendered by The Merchants' Association to its members is attracting attention in various fields of business activity and bringing additions to the membership.

Pleased With Foreign Trade Work

The Foreign Trade Bureau of The Merchants' Association has received a letter from a member of The Association in which the following expression of appreciation occurs:

"We wish to thank you for your very excellent cooperation and assure you that we deeply appreciate what you are doing in the matter."

Another member for which the Bureau had performed a service in connection with foreign trade, wrote as follows:

"We desire to congratulate your Association upon its excellent service, particularly with reference to the aid furnished in the Foreign Department. If we can serve you at any time, please call upon us."

Compliments Industrial Bureau

Miss Estelle T. Weeks, of the Research and Statistical Department of Hoggson Brothers, Building Construction, wrote to the Industrial Bureau as follows:

"I am exceedingly grateful for your letter of November 5 and for the thorough-going way in which your department has made this inquiry for us. The story which the tabulation tells is quite surprising to me, as I had no idea the 9-5 hour was so universally observed."

Thanks the Traffic Bureau

The work that the Traffic Bureau is doing for the benefit of members of The Merchants' Association is frequently the subject of favorable comment. In a letter recently received from a member the following passage occurs:

"We wish we could express to you as ably as we desire our deep appreciation for your efforts in helping us out of this terrible situation."

The following individual, firms and corporations were elected members of The Merchants' Association by the Executive Committee last Monday:

American Institute of Weights and Measures, Mr. C. C. Stutz, Secretary, 115 Broadway—Educational and Scientific.

Bendix Paper Company, Mr. Paul Bendix, 67 Irving Place—Paper Goods.

Blum-Gritzner and Singer, Mr. Emanuel Singer, 113 Fifth Avenue—Importers of Laces.

Calhoun and Lieberman, Mr. Roland F. Calhoun, 74 Worth Street—Knit Underwear.

Clark and Gibby, Incorporated, Mr. George M. Clark, President, 343 Broadway—Office Furniture.

Crescent Shoe Company, Mr. Alfred W. Copland, 112 Reade Street—Manufacturers and Jobbers of Shoes.

David Company, Incorporated, The, Mr. Edwin A. David, Secretary and Treasurer, 220 Fourth Avenue—Clothiers' Linings.

Dryfoos, Mr. Arthur L., 87 Fifth Avenue—Manufacturer of Men's Shirts.

Gottschalk, Steinberg and Company, Incorporated, Mr. A. W. Gottschalk, President, 87 Fifth Avenue—Manufacturers and Importers Velling and Chiffons.

Hardin and Hess, Mr. Jerome S. Hess, 50 Pine Street—Lawyers.

Hunter, J. A., and Company, Mr. J. A. Hunter, Woolworth Building—Importers and Dealers Foreign Woods.

Levine, Dave, and Company, Mr. Dave Levine, 15 Waverly Place—Manufacturers of Men's Clothing.

Ludwig, J. J., and Company, Incorporated, Mr. Jesse J. Ludwig, President, 138 West Twenty-fifth Street—Girls' and Juniors' Coats.

Perلمان Cycle and Auto Supply Company, Mr. Harry Perlman, 34 Warren Street—Bicycle and Auto Supplies.

Wallace Addressing Machine Company, Incorporated, Mr. Walter H. Strippel, President, 116 West Fourteenth Street—Addressing Machines and Supplies.

PARKWAYS IN CITY

There are 41,000 linear feet, or about eight miles of parkways and avenues under the supervision of the Park Department, including famous Harlem River Driveway, over two miles in length and ranging in width from 100 feet to 150 feet, and which cost over \$10,000,000. It was finished just about the time road horses went out of fashion and is now given over to motor cars.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

MEMBERS WARN OF DECEPTIVE APPEALS

Canvass for Advertising in Railway Express Employees Gazette Is Unauthorized

"SENATOR CASSIDY" IS SHY

The articles exposing philanthropic frauds which are prepared for publication in "Greater New York" by the Bureau of Advice and Information of the Charity Organization Society, are attracting much attention among members of The Merchants' Association, leading the exposure of various attempts to exhort money from charitably inclined persons under false pretenses.

Railway Express Employees Gazette

Mr. Douglas Malcolm, General Manager of the American Express Company, has received the following letter from Mr. Robert E. M. Cowie, Vice-President of the company:

"Our attention has recently been drawn to the fact that the Company's patrons are being solicited to advertise in a publication known as the 'American Railway Express Employees' Gazette,' the office of which is said to be at 505 Fifth Avenue, New York City.

"Investigation for the purpose of learning just what this publication might be develops the fact that there are at least three people concerned in it. Several calls at the address above given to interview either of these men have proved fruitless, although other occupants of the room claim to know that they are publishing such a paper.

Not Countenanced by Company

"On the face of it, it is apparent that the Company's name is being used to solicit funds under false pretenses, and I bring the matter to your notice with the thought that you will desire to take some action either through the daily press or possibly through The Merchants Association to advise the shipping public that the Company or its employees are not interested in any such publication and do not countenance the effort to obtain money in this manner."

"Senator Cassidy" Was Shy

The Merchants' Association has received from Mr. James Donald, President of the States Marine and Commercial Company, Inc., the following

Helpful Advice

STATE OF NEW YORK, COMMISSION OF HIGHWAYS
HORSELL, N. Y.

March 30, 1921

The Merchants' Association of New York, New York City.

Gentlemen: Your circular letter of March 28th enclosing copy of report of your special committee on highway development received.

There is no doubt but that the abuses which you refer to are actual, and that they should be stopped.

Advice, such as The Merchants' Association of New York can give, should be very helpful to State Officers, in preparing the necessary legislation therefor.

Thanking you for the courtesy of this report, I remain,

Yours very truly,

T. M. RIPLEY,
Division Engineer.

letter, throwing a sidelight upon the activities of "Senator Cassidy."

"Referring to the back page of your paper, 'Greater New York,' Senator Cassidy called me up about a week ago and repeated the same story we used to get from Senator Fogarty.

"He asked for a subscription to buy coal for the poor people in the district here, and I asked him to either call personally or write me, but since then he has not been in communication with us."

CONVENTION CHANGES

Convention Bureau Notes Amendments to the April List as Already Published

The Convention Bureau of The Merchants' Association announces the following changes in the list of April conventions as published in the March 28 issue of "Greater New York":

Japanese Association, scheduled for April 15, changed to April 16.

National Association of Directors of Girls' Camps, scheduled for April 9, changed to May 14.

POST OFFICE FINANCES

The New York Post Office receives and disburses \$750,000,000 a year.

SERVICE MEN ARE TAKEN CARE OF

Existing Agencies and the Government Are Looking After Men Disabled in the War

NO NEW AGENCIES ARE NEEDED

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The American Legion, Department of New York, has issued a timely warning against the further multiplying of organizations for aiding disabled ex-service men which look to the public for financial support.

Federal Legislation the Remedy

Commander Blakeslee states the belief of the Legion that the remedy for the condition of the disabled lies in adequate Federal legislation and disclaims any desire to interfere in properly authenticated local projects for local groups. "However," he adds, "the Legion is determined that the sad plight of its disabled comrades shall not form the basis of undertakings which savor of fraud or graft.

"All posts should warn the public in this State to be on guard against any organization conducting public solicitation for funds to be used for the care of the disabled. The benefactors should see that a considerable portion of the money they contribute does not go to maintaining expensive headquarters, to payment of salaries, personal expenses and the like. The public should be advised immediately to determine that of each dollar contributed, one hundred cents goes directly to the benefit of the disabled.

No Time to Pauperize

"This is no time to pauperize the Nation's disabled. It is not considered necessary to the welfare of the disabled that the public finance and support additional organizations beyond those already existing, such as the Red Cross, the Y. M. C. A., the Jewish Welfare Board, the K. of C., all of whom are doing valuable work in this regard."

The Bureau of Advice and Information of the Charity Organization Society offers its facilities to The Merchants' Association for inquiry into any project appealing for funds in which it may be interested. Address 105 East Twenty-second Street or telephone Gramercy 4066.

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UNIV. OF MICH. the Trade and Welfare of New York

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, APRIL 18, 1921

No. 16

Croton Water Supply Threatened by Legislation***The Merchants' Association Protests Against a Bill to Authorize the Sale of the Mohansic State Reservation in the Croton Watershed, Which Was Created as a Result of the Fight Against the Location of Populous Institutions on that Site***

Without attracting attention a bill introduced in both branches of the Legislature abolishing the Mohansic State Reservation and authorizing the sale of the State's lands, buildings and premises in that Reservation was advanced in both houses.

Asks Governor for Veto

The Merchants' Association has written a strong letter to Governor Nathan L. Miller asking him to disapprove the bill if it should come before him.

The Mohansic State Reservation was created as a result of the activity of The Merchants' Association in fighting the location of the Mohansic State Hospital for the Insane and the New York Training School for Boys, in the Reservation. The Association's Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman, took the ground that to place these great and populous State institutions in the Croton Watershed would inevitably endanger the purity of the City's water supply.

President Morgan's Letter

In his letter of protest to Governor Miller, President William Fellowes Morgan reviews the various steps which led up to the establishment of the Mohansic State Reservation and urges disapproval of the bill. Mr. Morgan's letter to the Governor reads as follows:

"There are now pending before the Legislature bills abolishing the Mo-

Safety at Stake

"Resolved, That The Merchants' Association of New York urges:

"1. That the Mohansic State Reservation be not sold but be continued as a State Park for the use and benefit of the people, and for the necessary protection against dangerous pollution of the water supply of the City of New York and the consequent protection of the health of more than half the entire population of the State.

"2. That if sold, the lands of the Mohansic State Reservation should be sold only for farming or residential purposes, and subject to covenants precluding the location thereon of curative, charitable or penal institutions; and further subject to such requirements as to drainage and sewage disposal as may be imposed by the State Board of Health for the protection of the City's water supply."—Adopted by the Board of Directors of The Merchants' Association.

hansic State Reservation and authorizing the State Board of Estimate and Control to sell the lands, buildings and premises of that Reservation (A. Int. 1447, Pt. 1730. S. Int. 1150, Pt. 1383.)

Review of the Facts

"We ask your consideration of the following facts in that connection:

"The lands comprised within the present Mohansic State Reservation were

acquired by the State subsequently to 1910 as a site for the Mohansic State Hospital, and the New York Training School for Boys—the latter in effect a penal institution.

"Mohansic Lake is tributary to Croton Lake, and therefore to the source of New York City's water supply; and all the drainage from every part of the reservation finds its way ultimately into Croton Lake.

"The plans for the Hospital and Training School contemplated provision for more than 6,000 inmates, made up of persons suffering from various diseases, of defectives and of criminals. The excreta of these classes commonly carry the germs of various diseases, readily transmissible by water-courses. The danger to the public health arising from the discharge of disease germs into streams is obvious. That danger becomes an immediate menace when potable waters are thus infected.

Necessity for Protection

"The necessity for protective measures against this public danger has long been recognized by the State as to public institutions; and the plans for sewage-disposal of such institutions must be such as shall be approved by the State Department of Health. That Department requires that the sewage effluent of all public institutions shall, before discharge, be rendered innocuous by some satisfactory and approved method

ASKS GOVERNOR TO VETO SALE OF MOHANSIC PARK

or process. Such sewage purification processes were in fact included in the plans for the Hospital and the Training School, and were accepted as suitable by the State Department of Health.

"When, however, it became generally known to the public of this City that large public institutions were to be located on the Croton Watershed, and that it was contemplated that the sewage effluent caused by a large population of diseased and defective persons should ultimately find its way into the City's water supply, much disquiet was aroused. In consequence, this Association caused to be made an examination into the adequacy of the preventive measures which it had been assumed would afford entire protection to the City's water supply.

Sewage Plants Uncertain

"An examination of the records of the Department of Health covering a series of years showed that in the case of practically every State institution having a sewage treatment system the latter had, at some time in its history, failed properly to function, so that the purification process was, for a greater or less period, either incomplete or wholly suspended, with the result that germ-laden unpurified sewage was discharged, in some cases during a considerable time. It was thus made evident that sewage treatment systems do not at all times prevent the discharge of disease-bearing effluent, nor afford an infallible safeguard against the dangerous pollution of the waters into which such effluent is discharged.

"This Association thereupon represented to Dr. Eugene H. Porter, State Commissioner of Health, the danger to this City's water supply, arising from the presence upon its sources of a large disease-producing population, and the inadvisability of relying for protection upon sewage treatment systems shown by experience to be frequently ineffective and inoperative.

Commissioner's Approval Withdrawn

"The State Commissioner of Health thereupon caused a further and more searching examination of the subject, with the result that he withdrew his former approval and disapproved the sewage disposal project, stating that 'no risk of contamination should be taken with the water supply of any community.'

"The Legislature then passed a bill to repeal the law which authorized the

location of the Mohansic Hospital and the Boys' Training School upon the sources of the City's water supply; but that bill was vetoed by Governor Glynn, mainly upon representations by Mayor Mitchel upon behalf of the Boy's Training School. Shortly thereafter when the evidence as to the danger to the City's water supply was laid before Mayor Mitchel he reversed his position, and opposed the location of public institutions upon the Mohansic site.

"Because of the objections of the State Health Commissioner, the Hospital buildings were not begun. Work upon the Training School buildings had however started shortly after the acquisition of the site; and those buildings were all under contract, and in an advanced stage of construction.

Governor Whitman's Action

"The facts as affecting the pollution of the City's water supply were presented to Governor Whitman, who caused all construction work to be suspended pending further action by the Legislature.

"In 1917 the Legislature created a Joint Committee of its members to investigate and determine what disposal should be made of the question at issue, and the use to which the lands involved should be put.

"The investigation that followed was very thorough and searching, covering many months and many sessions of the Committee. A great volume of testimony was taken, and many expert witnesses of high standing were examined. A large preponderance of evidence was to the effect—

"1. That the location of public institutions with large sewage effluents upon sources of water supply involves the continuing danger of pollution of the potable waters derived therefrom and is a constant menace to the health and lives of the population using such waters.

"2. That sewage treatment systems are frequently defective in operation, and do not afford a certain guarantee against the pollution of waters into which their effluents are discharged.

"3. That to protect the public health large public institutions, particularly those devoted to curative and penal purposes, should not be located upon the sources whence any considerable population derives its potable water.

"On the other hand it was shown by scientific evidence of great weight that

it is practically impossible fully to prevent the pollution of potable waters by treatment of the source of sewage discharging into reservoirs; that at best only a very small proportion of the surface drainage could thus be treated and therefore that to ensure the purity of potable water when consumed it is indispensable that it be purified at or adjacent to the reservoirs either by filtration or by chemical treatment.

"That the Committee fully recognized the desirability if not the necessity of preventing the discharge into potable waters of sewage effluent from any hospital or penal institution is clearly indicated by the following citation from the Committee's report, page 29:

"We further recommend that it should be the policy of the State hereafter to discourage generally and so far as practicable the locating in the first instance of any State hospital or penal institution on the watershed of any public water supply; and in no case should such an institution be located on such a watershed where the arrangement of housing conditions and the number of inmates would necessitate or involve the construction and the maintenance of a sewage disposal plant whereby the effluent would have to be discharged into any tributary of such water supply."

Reservation Established

"Having in view the principle thus stated and the evidence adduced before it, the Committee recommended to the Legislature that the Mohansic Hospital and the New York Training School for Boys and their respective Boards of Managers be abolished; that a restricted use for farming purposes solely of the lands and buildings originally provided for the use of the Boys' Training School be permitted to the Managers of the Society for the Reformation of Juvenile Delinquents in the City of New York; that the lands of the State heretofore acquired for the Mohansic State Hospital and for the New York State Training School for Boys be transferred to the Board of Commissioners of the Mohansic Lake Reservation to be forever reserved by the State for the purpose of preserving such Reservation in its natural condition for the free use of the people.

"The recommendations of the Commission were accepted by the Legislature and enacted into law, being

CONDEMNS SALE OF MOHANSIC PARK

Chapter 543 of the Laws of 1918. It is this law which the pending bills propose to repeal.

To Protect the Water Supply

"We respectfully point out that the obvious motive which influenced the Legislature and its Committee in the creation of the Mohansic Lake Reservation was the protection of the water supply of the City of New York against possible pollution by effecting the removal from the source of that water supply of the large public institutions from which danger might be apprehended.

"It further appears that the Committee affirmatively stated as a principle that as a measure for the protection of the public health such institutions should not be located upon any sources of water supply.

"To give effect to the intent of the Legislature that the lands comprising the Mohansic State Reservation should not be used by large public institutions and to safeguard such lands from such use in the future, the State should not divest itself of title to these lands without provision against their future use in a manner expressly declared prejudicial to the public interest. We believe that such public interest will be best served by continuing the existence of these lands as a public park, but if it be thought wise to sell them they should be sold under a covenant which will effectively preclude their future use for institutional purposes.

"If the pending bills become law, there will be nothing to preclude the acquisition of the lands and buildings of the Boys' Training School and their application to a purpose identical with that contemplated by that institution. It is, in fact, highly probable that they will be so acquired and used in a manner which the Legislature has already found dangerous to the public health. We believe, therefore, that such a consummation should be prevented by explicit restrictions to be embodied in the present law."

Directors Adopt Resolution

The Board of Directors of The Merchants' Association on Thursday adopted the following resolution regarding the bill abolishing the Mohansic State Reservation:

"Whereas, The State of New York several years ago acquired a large tract of land surrounding and adjacent to

Mohansic Lake in the County of Westchester, as a site for the Mohansic State Hospital, and the New York Training School for Boys; and

"Whereas, It was thereafter shown as the result of a protracted and thorough investigation by a Special Committee of the Legislature that the water supply of the City of New York would be subject to contamination by the drainage from such public institutions so located and the health of millions of people thereby imperilled; in view of which conditions, the Legislature by Chap. 543, L. 1918 withdrew the land from use as a site for public institutions, and dedicated the lands thus left free to the purposes of a State Park to be known as the Mohansic Lake Reservation; and

"Whereas, Bills now pending in the Legislature (Assem. Int. 1447, Pt. 1730; Sen. Int. 1150, Pt. 1383) authorize the State Board of Estimate and Control to sell the lands, buildings and premises of the Mohansic State Reservation, without restrictions necessary to protect the water supply of the City of New York against dangerous pollution; now therefore be it

"Resolved, That The Merchants' Association of New York urges:

"1. That the Mohansic State Reservation be not sold but be continued as a State Park for the use and benefit of the people, and for the necessary protection against dangerous pollution of the water supply of the City of New York and the consequent protection of the health of more than half the entire population of the State.

"2. That if sold, the lands of the Mohansic State Reservation should be sold only for farming or residential purposes, and subject to covenants precluding the location thereon of curative, charitable or penal institutions; and further subject to such requirements as to drainage and sewage disposal as may be imposed by the State Board of Health for the protection of the City's water supply.

"Resolved, That The Merchants' Association of New York oppose the pending bills for the abolition of the Mohansic State Reservation, and the sale of the lands and buildings thereof."

FEDERAL INCOME TAX PAYMENTS

The March payments of Federal income taxes exceeded \$700,000,000.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

FACTS ABOUT THE STATE INCOME TAX

**Skilled and Unskilled Labor Led
All Others in Number of
Returns Filed**

TOTAL INCOME \$3,500,000,000

Figures made public by State Controller James A. Wendell show that the taxable income on 750,000 returns filed in payment of the 1919 New York State income tax reached a total of nearly \$3,500,000,000.

Returns from Traveling Men

According to occupational classification, 45,000 returns were filed by commercial travelers and sales and manufacturers' agents, largely traveling men.

The medical profession, in which the bureau included physicians, dentists and veterinarians, showed 19,200 returns, while 11,200 lawyers (except Judges) made returns.

There were 3,400 taxpayers among the bishops, rabbis, priests, curates, ministers and missionaries, while 3,700 returns were made by authors, magazine writers, editors, novelists, historians, translators, librettists, critics, journalists and reporters.

Writers and Clergymen

The average net income of the clergymen was \$2,865 and of the literary fraternity \$3,685.

Fourteen hundred proprietors of theatres, picture houses, billiard parlors, dance halls and other public amusements made returns.

Skilled and unskilled labor led the income tax parade to the number of 169,000. Insurance agents and solicitors numbered 5,000.

More than 49,600 returns were made by persons giving no occupation. The average income in this class was more than \$7,000.

From Office Holders

City, County and State officials to the number of 47,500 paid a tax.

A total of 11,120 farmers filed returns, while teachers, not in public service, numbered 4,930.

Professional accountants and auditors, statisticians, &c., paying taxes numbered 8,000. The architects totaled 1,425, while artists, sculptors, illustrators and portrait painters numbered 2,550.

Engineers and professions for which degrees are usually conferred filed 10,300 returns.

National Chamber to Consider Daylight Saving

Convention Which Will Meet in Atlantic City at the Close of this Month Will Take Action on Daylight Saving as a Peace Measure—Plan Was Strongly Endorsed by the Chamber in 1917—More New York State Cities Fall in Line With Daylight Ordinances

The Chamber of Commerce of the United States which in 1917 adopted a resolution favoring Daylight Saving, will make a fresh declaration regarding Daylight Saving during the summer months when the ninth annual meeting is held in Atlantic City at the end of this month.

Not a War Measure

In the course of the present controversy over Daylight Saving it has been urged that this action on the part of the Chamber was taken as a war measure and was not intended to express an opinion upon Daylight Saving in time of peace. In order to meet this assertion the Directors of the Chamber have sent the following communication to its members:

"Since the repeal of the Federal law for Daylight Saving, which was enacted after the Chamber of Commerce of the United States in 1917 took action formally in support of Daylight Saving, the position of the Chamber respecting Daylight Saving has at times been questioned. On the one hand, the Chamber has been asked by advocates of Daylight Saving to proceed in accordance with the action of the annual meeting in 1917 and on the other hand it has been suggested that the position taken in 1917 was adopted in view of war conditions and consequently now has no further applicability.

The Resolution of 1917

"Under the circumstances, the Board of Directors has decided to place before the ninth annual meeting, for such action as the annual meeting may care to take, the resolution adopted by the fifth annual meeting, January 31-February 2, 1917, and reading as follows:

"Resolved, That the Chamber of Commerce of the United States approves the report of the Committee on Daylight Saving and recommends that appropriate legislation be enacted by the Congress of the United States to move forward the clock one hour in each of the several time zones in the United States

for not less than five months in each year.

"The report to which reference is made in this resolution was presented by a special committee and recommended that the National Chamber should advocate Daylight Saving.

Urged Action of Congress

"At a special meeting held as a War Convention, September 18-21, 1917, the following resolution respecting Daylight Saving was subsequently adopted by the Chamber:

"Whereas adoption of the Daylight Saving plan would conserve the nation's supply of coal and add to the productiveness of many millions of workers in shop, mill and shipyard; and

"Whereas the Calder bill for Daylight Saving has passed the Senate and awaits action in the House; be it therefore

"Resolved, That the Chamber of Commerce of the United States urges action by Congress and the President of the United States to make the Daylight plan effective as a war measure.

Battle Renewed

Representative Ackerman Reintroduces Zone Bill in Congress

On the first day of the extra session of Congress, Representative Ackerman, of New Jersey, reintroduced the Edge-Ackerman Bill, providing for Daylight Saving in the Eastern Time Zone for five months during the summer.

Reserve Bank for Daylight Saving

The Federal Reserve Bank of New York has announced that it will conform with the New York City Daylight Saving schedule which begins on April 24. A circular issued to all savings banks and trust companies and national banks in the Second Federal Reserve District reads:

"During the period beginning Monday, April 25, 1921, and ending Saturday, Sept. 24, 1921, this bank will open and close for business in accordance with local time in New York City which will

be advanced one hour at 2 o'clock on Sunday morning, April 24, 1921. This action is taken for the convenience of banking institutions and the public generally. Clearings at the New York Clearing House will take place during the same period at 10 o'clock local time which will be the equivalent of 9 A. M. present time."

More Cities Adopt Daylight Saving

In addition to the twenty-one New York State cities and villages which have adopted Daylight Saving ordinances under the new State Daylight Saving Repeal Law, as published in last week's issue of "Greater New York," the following cities have now adopted ordinances:

Troy
Cohoes
Schenectady
Rensselaer
Peekskill
Port Jervis
Cortland
Lackawanna
Rochester
Saratoga Springs
Mechanicsville
Watertown
Geneva
Tonawanda
North Tonawanda
Green Island
Plattsburg
South Nyack
Utica

Revolt in Connecticut

In the State of Connecticut, where the Legislature has absolutely forbidden the adoption of local Daylight Saving, various devices are being adopted to secure the benefit of Daylight Saving. In New London the population has agreed, without local ordinances, to turn the clocks ahead one hour on April 24 for five months. The New London Chamber of Commerce, the Rotary Club and the Manufacturers Association were instrumental in securing this unofficial agreement and the Mayor of the city says that he will issue a proclamation announcing the agreement if he finds he can do so without violating the law of the State.

International Chamber of Commerce Aims High

Purposes of the Great Organization Which The Merchants' Association Helped to Found Are Explained by the Secretary of the United States Bureau—How the Chamber Will Promote Amity Among the Nations and Smooth the Pathways of Trade

By Mr. LACEY C. ZAPF

Secretary of the United States Bureau
of the International Chamber of
Commerce

American business men are expecting much from the new International Chamber of Commerce. This institution created a year ago by leaders of business, finance and industry from Belgium, France, Great Britain, Italy and the United States is intended to bind together the business interests of the nations. It is to bring into common association the commercial and industrial forces of the world, much as the Chamber of Commerce of the United States brings together the business men of this country.

Membership Is Extending

Membership, starting with the five foundation countries, is being extended to other countries.

When right-minded men of different nations sit about a table to discuss common problems, they soon find that the objects which they all wish to attain are the same, and the question usually resolves itself into one of methods to bring about their common desire.

If the opinions of men of commerce, finance and industry are to carry weight in the world, they must be based upon broad public interest; they must be well-considered opinions; they must be founded on fact; and they must substantially represent the views of practical men who know.

Will Unite Economic Forces

Such opinions will have force because of their logic. They not only will be considered, but will be welcomed by the various governments of the world and the public generally. These opinions, the business pulse of the nations, will avoid waste, conflict of effort, and will unite universal economic forces that they may attain common objectives.

As an agency through which business men of the world may reach common conclusions and give practical and useful effect to their common judgments, the International Chamber has been created, free from politics and free from motives of private gain. It is an institution which will function constantly. It will have permanent headquarters

International Aims

To improve the facilities for international commerce.

To safeguard international trade against waste and fraud.

To standardize international documents and laws affecting commerce.

To secure harmony of action on international questions affecting commerce, finance and industry.

To increase the total production of the world and make the products available to the peoples of the world.

To work for trade regulations and legislative measures which will facilitate and encourage the development of economic resources.

To centralize data concerning economic subjects and gather facts relating to the respective needs, production and future possibilities of each country.

To inform public opinion through publication of facts regarding business conditions and through the dissemination of the views of technical experts and business men.

To cultivate personal acquaintance among business men and bankers of the different nations and thus lessen international prejudices and misunderstanding.

To promote peace, progress and cordial relations among the countries and their citizens by the cooperation of business men and their organizations.

with an efficient staff of economists and experts. Business men will assemble in council at least once in two years to discuss problems of vital interest to all.

What the Organization Means

The International Chamber affords a medium through which the business men of the United States may be kept in touch with international affairs. Such an organization probably means more to the United States than to any other nation because of the vast area of this country and the great diversity of its interests.

The International Chamber will be a

clearing house of information regarding business, finance and industry in the countries of the world. It already has taken steps to correct the evils of trademark piracy, to standardize documents and laws affecting commercial intercourse, to unify customs regulations and standardize nomenclature in customs tariffs.

The Research Department

A Research Department has been organized to collect, analyze, and interpret statistical information for the business interests of the world. All nations at present gather statistics of their own commerce, but none regularly summarize this information in its relation to commerce of the world as a whole in such manner as to meet the needs of business men.

Finance, transportation, production, raw materials, taxation, legislation, the problems of unfair competition and other questions will be studied by especially appointed committees chosen from the leading business men of the world. The committees will be assisted by a staff of technical experts.

Will Disseminate Information

The International Headquarters will digest and disseminate information regarding the legislative activities of the various governments that may affect international business relations. The annual reports of the International Chamber, the reports of special committees, deliberations in general meetings, and interpretations of proceedings of other economic gatherings will all contribute to the centralization of valuable information which is not elsewhere assembled.

Each organization and associate member is entitled to one full service direct from the International Chamber. Information regarding special problems will be furnished by the National Bureau in Washington, and by the Headquarters in Paris. Corporations and firms desiring more than one full service may take out associate memberships for individual officials.

The First President

The first President of the International Chamber is M. Clementel, former-

MACHINERY OF INTERNATIONAL COMMERCE CHAMBER

ly Minister of Commerce for France. M. Clementel has long been prominent in French business and public life, and is now a member of the French Senate. He is President of the Board of Directors of the National Office of French Foreign Commerce, and President of the National Committee of Counsellors of French Foreign Commerce. He was a member of the Supreme Economic Council.

The President of the Chamber is elected for a term of two years. He acts as Chairman of the Board of Directors and presides at all meetings of the organization.

Four Vice-Presidents

The International Chamber has four Vice-Presidents. The United States is represented by Mr. Alfred C. Bedford, Chairman of the Board of Directors of the Standard Oil Company of New Jersey, and Chairman of the Executive Committee of the Chamber of Commerce of the United States.

Mr. Bedford was Chairman of the Executive Committee of the International Trade Conference and did much to develop plans for the creation of the International Chamber of Commerce. He is Chairman of the Executive Committee of the American Section of the International Chamber and also Chairman of the full American Committee.

The Secretariat

The General Secretary of the International Chamber is M. Edouard Dolleins, head of the Department of Economics of the University of Dijon. M. Dolleins accompanied to the United States the French Delegation to the International Trade Conference, and was active in the work of creating the Chamber.

The General Secretary is in charge of International Headquarters and is responsible to the Board of Directors. He serves as Chairman of the Administrative Commission, made up of the Administrative Commissioners from the various countries.

The Board of Directors of the International Chamber consists of three members and three alternates from each of the five foundation countries—Belgium, France, Great Britain, Italy and the United States. Countries subsequently elected to membership are entitled to not more than two Directors each. The Board thus constituted may, in its discretion, elect Directors at large up to the number of seven to represent

countries which are not considered of sufficient economic importance for full representation on the Board. The Board elects the President and Vice-Presidents and the Executive Committee.

Meetings of Directors

The Board will hold regular and special meetings. Regular meetings are held at the same time as general meetings, and special meetings may be held on the request of six or more members from three countries. The duties of the Board include, among others, action on applications for membership, the appointment of committees, direction of the activities of the general headquarters, and adoption of rules and regulations for governing the Chamber's operating machinery.

The American Directors and Alternates constitute the Executive Committee of the American Section and are members of the American Committee. The American Directors and Alternates are:

Mr. Willis H. Booth, Vice-President of the Guaranty Trust Company, New York; former Vice-President of the Chamber of Commerce of the United States;

Mr. John H. Fahey, Publisher, Boston; former President of the Chamber of Commerce of the United States, and now a member of its Senior Council;

Mr. Edward A. Filene, President of William Filene's Sons Company, Boston; former Director of the Chamber of Commerce of the United States;

Mr. William Butterworth, President of Deere and Company, manufacturers of agricultural machinery, Moline, Illinois; Vice-President of the Chamber of Commerce of the United States;

Mr. Harry A. Wheeler, Vice-President Union Trust Company, Chicago; first President of the Chamber of Commerce of the United States, and now a member of its Senior Council;

Mr. Owen D. Young, Vice-President of the General Electric Company, New York; Chairman of the Board of Directors of the Radio Corporation of America.

The Advisory Board

Each country will maintain at International Headquarters an Administrative Commissioner. The Commissioners will form an Advisory Board to the General Secretary. They may act as arbitrators in cases of international

commercial disputes. Each Commissioner will have a staff adequate to render service.

The Administrative Commissioner for the United States is Mr. Frederick P. Keppel, formerly Third Assistant Secretary of War. Before his appointment as Commissioner, he was Vice-Chairman and Director of Foreign Operations of the American National Red Cross.

The National Bureau

Each country holding membership in the International Chamber will maintain a National Bureau in its own country to cooperate with and to maintain constant relations with International Headquarters. In the United States the Bureau will be located at the headquarters of the Chamber of Commerce of the United States. The American Section has been organized with Mr. Lacey C. Zapf as Secretary. It will put into effect in the United States resolutions and the actions of the International Chamber of Commerce. It will keep the International Headquarters informed as to commercial, financial and industrial conditions in the United States. Applications for membership in the International Chamber will be received by the Secretary of the American Section.

Two Classes of Membership

Membership in the International Chamber is of two classes—Organization and Associate. Organization Membership is confined to national and local commercial, financial and industrial organizations. Associate Membership embraces corporations, firms, and individuals. Annual dues for Organization Members are 300 francs for the first delegate and 500 francs for each additional delegate, and also \$25 to defray expenses incident to American activities in connection with the International Chamber, i. e., the maintenance of the office of the American Administrative Commissioner at the International Headquarters in Paris and the operation of the National Bureau in Washington. An organization has one delegate for each 200 members, up to a maximum of ten delegates.

Associate Membership Dues

Associate Membership dues are \$100 for a corporation, or firm, and \$50 for an individual. Of these dues a sum equivalent to 300 francs will be transmitted by the American Section to the International Chamber's Headquarters. The remainder will be used to defray

HOW THE INTERNATIONAL CHAMBER IS CONSTRUCTED

expenses incident to American activities in connection with the International Chamber, i. e., the maintenance of the office of the American Administrative Commissioner at the International Headquarters in Paris and the operation of the National Bureau in Washington.

Remittance for membership dues should be transmitted in the form of checks or drafts to the order of the "International Chamber of Commerce, A. S."

Applications for membership should be made to the American Section, International Chamber of Commerce, Mills Building, Washington, D. C.

It is the function of the American Section to make recommendations to the Board of Directors of the International Chamber with reference to the eligibility of applicants.

1919 INCOMES IN NEW YORK

Nearly half of the 746,000 persons who filed State income tax returns for 1919 received incomes between \$1,000 and \$2,000, according to figures given out yesterday by State Controller James A. Wendell. In this class were 144,072 single men, not heads of families, and 82,344 single women, not heads of families. Unmarried women who filed returns as "heads of families" totaled 20,208.

Figures showing the number of individuals in the different income classes for 1919 follows:

Incomes from	Individuals.
\$1,000 to \$2,000	309,504
2,000 to 3,000	207,912
3,000 to 4,000	79,872
4,000 to 5,000	41,688
5,000 to 10,000	64,234
10,000 to 15,000	16,536
15,000 to 20,000	11,492
20,000 to 25,000	4,344
25,000 to 30,000	2,520
30,000 to 40,000	3,360
40,000 to 50,000	1,752

The figures show that up to yesterday 618,595 residents and non-residents, paid a total of \$37,189,272 in payment of the 1919 tax and the average individual tax paid was \$60.12.

AVERAGE SAVINGS BANK DEPOSIT

On the basis of a population of 10,385,227 inhabitants, the average savings bank deposit per inhabitant in the State of New York on December 31, 1919, was \$243.87 and the average deposit of each actual depositor was \$663.36.

DIRECTORS ELECT EIGHTEEN MEMBERS

Letters Indicate Appreciation of Services Rendered by the Foreign Trade Bureau

IMPORTANT HOUSES ON LIST

The Foreign Trade Bureau of The Merchants' Association has received an unusually large number of letters from firms in New York City, almost exclusively members of The Association, containing expressions of appreciation with regard to the value of the routine service which is conducted day by day on behalf of our members.

Pleased With Aid Given

In this connection the following may be given as typical of those received:

"We wish to thank you for your very excellent cooperation and assure you that we deeply appreciate what you are doing in the matter."

"We desire to congratulate your Association upon its excellent service, particularly with reference to the aid furnished in the Foreign Department."

"We are greatly indebted to you for the very complete and detailed information you have furnished regarding the buyers of * * * in various countries throughout the world."

"Thanks to your efficient attention, we believe that we will be able to obtain much new business for our product."

"Again thanking you for your promptness and efficient cooperation, we are."

New Members Elected

The following individuals, firms and corporations were elected to membership in The Merchants' Association by the Board of Directors last Thursday:

American Blind Stitch Machine Company, Mr. Stuart F. Peterkin, Secretary, 325 Lafayette Street—Manufacturers of Sewing Machines.

Atlantic Terra Cotta Company, Mr. William H. Powell, President, 1170 Broadway—Manufacturers of Architectural Terra Cotta and Clay Products.

Bolla, Mr. Rodolfo, Banco di Roma, 1 Wall Street—Banking.

Broadway Park Place Company, Mr. Charles E. F. McCann, President, 233 Broadway—Real Estate.

Ely Anode and Supply Company, Incorporated, Mr. John T. Nesdall, Secre-

tary-Treasurer, 50 Vesey Street—Manufacturers and Refiners of Nickel.

Frank, Jerome, and Company, Mr. Jerome Frank 1123 Broadway—Manufacturers of Girls' Clothing.

Kanter and Aaron, Mr. Robert Kanter, 85 Fifth Avenue—Women's Neckwear, Aprons, etc.

Lestrade Brothers, Incorporated, Mr. Louis G. Lestrade, President, 105 Hudson Street—Exporters and Packers of Food Products (Baking Powder, Cocoa, Butter, Rolled Oats).

Litchfield Corporation, Mr. J. M. Litchfield, President, 26 Cortlandt Street—Advertising Specialties.

Mansell, Hunt, Catty and Company, Limited, Mr. Harold Brockelbank, Resident Manager, 22 Reade Street—Manufacturers of Paper Goods.

Miller-Cummings Company, Incorporated, Mr. C. H. Cummings, President, 330 Washington Street—Fruits and Vegetables.

Papadopoulos, Mr. G. P., 137 Grand Street—Importer of Olive Oil.

Proctor, John R., Incorporated, Mr. Raymond S. Anderson, Secretary, 120 Liberty Street—Constructing Engineers.

Schaenen Woolen Company, Mr. Benjamin M. Schaenen, 215 Fourth Avenue—Men's Woolens.

Schapiro and Schapiro, 41 Park Row—Certified Public Accountants.

Shoemaker, James M., and Company, Mr. James M. Shoemaker, 16 West Thirty-ninth Street—Importers of Floor Coverings.

Stewart, R. A., and Company, Mr. L. C. Kelting, Treasurer, 80 Duane Street—Hand Stamp Supplies.

United States and Foreign Sales Corporation, Mr. Paul W. Gilbert, President, 280 Broadway—Export—Import.

HEAVY FIRE LOSS

The losses by fire in the United States and Canada during the month of March, as compiled from the daily records of "The Journal of Commerce," reached a total of \$28,581,100, as compared with \$27,597,700 in March last year. The fire losses of the country have been running exceptionally heavy for several months past and the losses for the first quarter of this year already reach \$89,789,900. The losses of the past month were fairly well distributed throughout all the States, but the Pacific Coast States again appeared quite prominently. The largest loss of the month, that of the Northwestern Elevator at Chicago, involving property to the value of \$2,500,000, was due to dust explosion supposed to have resulted from a small fire.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

OFFICERS

WILLIAM FELLOWES MORGAN, President.
LEWIS E. PIERSON, First Vice-President.
JAMES GILBERT WHITE, Second Vice-Pres.
WILLIAM HAMLIN CHILDS, Third Vice-Pres.
JOHN H. LOVE, Treasurer.
S. C. MEAD, Secretary.
HUGH LYNCH, Assistant to the Secretary.
F. B. DE BERARD, Research Director.
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W. H. CONNELL, Asst. Mgr. Traffic Bureau.
ROBERT H. FULLER, Publicity Manager.
JOHN R. YOUNG, Mgr. Convention Bureau.
W. H. MAHONEY, Foreign Trade Manager.
MARTIN DODGE, Mgr. Industrial Bureau.
ARTHUR M. TRAVERS, Mgr. Legislative Service Bureau.
CLYDE A. COPSON, Mgr. Anti-Litter Bureau.
G. W. BRAMHALL, Mgr. Members'p Bureau.
N. FLANTER, Sec'y Membership Bureau.

DIRECTORS

BERTRAM H. BORDEN; M. C. D. Borden and Sons.
WILLIAM C. BREED; Breed, Abbott and Morgan.
WILLIAM HAMLIN CHILDS; Chairman of the Executive Committee of The Barrett Company, and Vice-President of the Allied Chemical and Dye Corporation.
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WILLIAM A. MARBLE; President of the R. and G. Corset Company.
ALFRED E. MARLING; President of Horace S. Ely and Company.
WALDO H. MARSHALL; T. A. Gillespie Company.
WILLIAM FELLOWES MORGAN; President of the Brooklyn Bridge Freezing and Cold Storage Company.
DANIEL P. MORSE; McElwain, Morse and Rogers.
J. CRAWFORD MCCREERY; The James McCreery Realty Corporation.
JOHN W. NIX; President of John Nix and Company.
LEWIS E. PIERSON; Chairman of the Board, Irving National Bank.
LEOPOLD PLAUT; President of the Black and Boyd Manufacturing Company.
J. LOUIS SCHAEFFER; Vice-President and Treasurer of W. E. Grace and Company.
HENRY R. TOWNE; Chairman of the Board, Yale and Towne Manufacturing Company.
GUSTAV VINTSCHGER; President of the Markt and Hammacher Company.
H. B. WALKER; President of the Old Dominion Steamship Company.
JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.

A DANGEROUS AND REACTIONARY BILL THAT DESERVES A VETO

The Merchants' Association has sent to Governor Miller a protest against the abolition of the Mohansic State Reservation in the Croton watershed. This is contemplated by a bill which was quietly introduced in both houses of the Legislature and which was advanced before it attracted attention.

The abolition of this Reservation would nullify the work done by The Merchants' Association and other organizations which joined it in opposing the location of the Mohansic State Hospital for the Insane and New York State Training School for Boys in a tract of land on Mohansic Lake which had been purchased by the State as a site for these institutions. Against strong opposition in a contest which extended over two years, it was shown that the construction of these great institutions in the watershed would endanger the purity of the City's Croton water supply. In the end reason prevailed and the State abandoned the plan to build the institutions in the watershed, converting the land which it had acquired into a State Reservation.

Under proper safeguards, arrangements were made by which a few of the inmates of the Training School for Boys are permitted to occupy some of the buildings which the State had erected in the Reservation and to cultivate some of the land. If the Reservation should be abolished there would be apparently nothing to prevent the training school from acquiring the site which the State originally intended it to occupy and from erecting buildings thereon. It is unbelievable that Governor Miller should be willing to imperil the purity of the City's water supply to serve so comparatively unimportant a purpose.

FOR DAYLIGHT SAVING

The Chamber of Commerce of the United States, in view of reports that its declaration in favor of Daylight Saving in 1917 was intended merely as a war measure, has decided to submit the question anew to the Ninth Annual

Meeting of the Chamber, which will be held at Atlantic City toward the close of this month.

The peace time action of the Chamber on this important matter will be awaited with much interest. The business communities throughout the East, where the great industrial centers are located, are unanimously in favor of Daylight Saving.

HELP FOR CHINA

An appeal from the Famine Relief Committee, which is collecting funds to save as many as possible of the starving millions in China, will be found elsewhere in this number of "Greater New York." The Committee was officially constituted by appointment of President Wilson and its work has been formally commended by President Harding. The President of The Merchants' Association is a member of it.

The Committee, in common with many similar beneficent organizations, finds that it is far more difficult to raise money even for so worthy a purpose as the rescue of the starving than it was during the war. The need is so great that it is leaving nothing untried and it proposes to send collection boxes to many of the members of The Merchants' Association who employ wage-earners. It is expected that substantial additions to the fund will be obtained through these boxes, the purpose of which will be explained in posters accompanying them.

COST OF RAILROAD OPERATION

Some exceedingly valuable information with regard to the cost of operating the railroads has been gathered by the Chambers of Commerce of Kansas City and St. Louis and is given elsewhere in this number of "Greater New York."

The questions and answers show in a striking way where the money goes that the public is paying the railroads under the present high rate schedules.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

WHOLESALE PRICES DECLINING FASTER THAN RETAIL

Investigation Made by the Industrial Bureau of The Merchants' Association Shows Heavy Fall in Wholesale Valuations Throughout the World

Prepared by the Industrial Bureau of
The Merchants' Association

Reports from nine countries in addition to the United States indicate that wholesale prices throughout the world have declined from eight to forty-two per cent from high points reached last year and that present wholesale prices in the United States more nearly approximate pre-war levels than in any of the other countries.

The Trend of Prices

The accompanying table shows in detail the trend of prices in the various countries during the past eight years. This table brings down to date figures of a similar table published in "Greater New York" on November 15, 1920, and covers the United States, Canada, the United Kingdom, France, Italy, Sweden, Australia, India, Japan and Germany. The index number for Germany has only recently been compiled and was not included in the former table.

The figures show that wholesale prices in the United States have declined more than thirty per cent since May, 1920, when the high point was reached, but that they are still approximately fifty per cent higher than in 1913.

However, in Canada, the United Kingdom, Australia and Japan, prices are nearly twice as high as before the war. In Sweden they are two and one-half, and in France three and one-half, times the 1913 base, while in Italy goods at wholesale are still more than six times as high as eight years ago. Figures recently published by the "Frankfurter Zeitung" show that on the average commodities in Germany are more than fourteen times as high as in July, 1914.

Percentages of Declines

In all of these countries, however, prices are steadily falling. Since the peak of high prices the percentage of decline in each country has been as follows:

Country	Decline from High Point Per Cent
United States:	
Department of Labor figure.....	39
Federal Reserve figure.....	42
Dunn's figure.....	31
Canada.....	24
United Kingdom.....	38
France.....	36
Italy.....	8
Sweden.....	32
Germany.....	16
Australia.....	17
India.....	20
Japan.....	39

Information Available

While the percentages given in the

table are derived from the most authoritative sources of information in each country, certain differences in the specific items covered by different authorities suggest the need of caution in drawing conclusions from minute comparisons between the figures of any two countries. In addition to the index numbers for "all commodities" included in the accompanying table, most of the countries publish indices for certain sub-groups of goods such as "textiles," "metals," "food products" and the like. Space does not permit including such figures here, but if members of The Association are interested in price levels of particular groups of commodities in foreign countries, the Industrial Bureau will be glad to furnish this material on request.

Retail Prices Stay Up

Unfortunately, index numbers of retail prices comparable with the wholesale figures given in the accompanying table are not available. With the exception of Japan, however, index numbers of retail food prices are compiled by all of these countries and indicate that these prices are also falling. The figures show that in every case the declines in food at retail have not occurred as early as the turn in the tide of wholesale prices, the difference in time varying from one to six months.

Canada and the United States saw the peak of retail food prices in June, 1920; Calcutta, India, in July; Sweden in August; Australia in September; the United Kingdom in October; and Paris, France, in November. The latest reports from Italy and Germany do not indicate that up to the present time there has been any decline in the price of foods in these countries.

In all of these countries wholesale prices rose to relatively higher levels than were ever reached by retail prices, but wholesale commodities have fallen considerably further and faster than foods at retail.

THE WAR CREDITORS

tory Notes and \$17,882,428,000 of these securities were privately owned. \$2,131,573,000 Liberty Bonds and Vic- The 8,130 national banks in the United States in December, 1920, owned

FLUCTUATIONS OF WHOLESALE PRICES OF COMMODITIES IN THE UNITED STATES COMPARED WITH NINE OTHER COUNTRIES

(Figures in heavy type indicate the peak of high prices. Prices of 1913 taken as a base.)

DATE	United States			Canada	United Kingdom	France	Italy	Sweden	Germany	Australia	Calcutta, India	Japan
	Bureau of Labor Statistics (338 commodities)	Federal Reserve Board (88 quotations)	Dun (about 300 commodities)	Department of Labor (272 commodities)	"Economist"	Statistique Generale (48 commodities)	"Ricardo Bachi" (40 commodities)	Svensk Handelsstatistik (number of commodities not stated)	Frankfurter Zeitung (77 commodities)	Bureau of Census and Statistics (92 commodities)	Department of Labor (76 commodities)	Bank of Japan for Tokio (66 commodities)
1913	100	100	100	100	100	100	100	100	(a) 100	(a) 100	(a) 100	100
1914	100	...	101	100	99	101	95	116	...	141	...	96
1915	101	...	105	110	123	137	133	145	...	132	...	97
1916	124	...	123	134	161	188	202	185	...	132	...	117
1917	176	...	169	174	204	262	299	244	...	(b) 155	...	149
1918	196	...	190	205	225	339	409	339	...	170	...	197
1919	212	206	191	216	235	356	364	330	...	180	(c) 202	240
(1920)												
Jan.	248	242	205	250	274	487	455	319	1099	203	218	301
Feb.	249	242	210	254	289	522	504	342	1440	206	209	312
Mar.	253	248	209	258	303	554	556	354	1615	209	198	321
Apr.	265	263	213	261	310	588	619	354	1600	217	200	300
May	272	264	218	268	306	550	579	361	1714	225	210	272
June	260	258	217	258	305	493	550	366	1473	233	206	248
July	262	250	215	256	291	496	615	363	1516	234	209	239
Aug.	260	234	209	244	292	501	613	365	1549	236	209	235
Sept.	242	226	205	241	288	526	632	362	1582	230	208	230
Oct.	225	208	196	234	284	503	660	346	1604	215	206	226
Nov.	207	190	188	225	266	460	665	331	1670	208	194	221
Dec.	189	173	175	214	245	434	658	299	1681	197	180	206
(1921)												
Jan.	177	163	164	208	220	406	635	267	1626	196	178	201
Feb.	167	154	154	199	209	378	623	250	1495	...	174	195
Mar.	...	...	151	...	192	...	...	...	1440	...	...	...

(a) July 1914=100. (b) Based upon figures for last 6 months of 1917. (c) Based upon July and August figures.

GOVERNOR'S TRANSIT ACT AND THE PORT CONTROL LAW

Legislative Service Bureau Summarizes the Leading Provisions of Two New Important Statutes Which Were Advocated by The Merchants' Association

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of bills pending in the State Legislature, and new laws, which will be printed in "Greater New York."

New City Transit Act

Chapter 134, Laws of 1921

(Sen. Int. 506, Print 1070, by Mr. Knight)

An Act to amend the Public Service Commissions Law. Approved March 30, 1921; effective immediately.

New Public Service Commission Created

This measure abolishes the existing Public Service Commissions for the First and Second Districts and creates instead a single Commission for the entire State, to consist of five members to be appointed by the Governor for terms of ten years, instead of five years as at present, except that in the case of the Commissioners first appointed the term of one shall expire February 1, 1923, and the term of one shall expire on February 1 of each second year thereafter. A member of the Commission may be removed only for cause and by concurrent resolution by both houses of the Legislature, carried by a two-thirds vote, instead of by the Governor.

The jurisdiction, powers and duties of the former two commissions with respect to all public service corporations are transferred to the new Commission, except in the case of railroads, and omnibus lines in New York City.

Permits Graduated Gas Rates

The Commission is empowered to require gas and electrical corporations to establish classifications of service based upon the quantity used, the time when used, the purpose for which used, the duration of use and upon any other reasonable consideration, and to establish in connection therewith just and reasonable graduated rates and charges; and it shall have power, either upon complaint or upon its own motion, to require such changes in such classifications, rates and charges as it shall determine to be just and reasonable.

The Commission is also empowered to fix and change from time to time standards of the purity, illuminating

power and heating power, and measurement standards of gas manufactured and sold for lighting, heating and power purposes; to suspend the operation of schedules filed by gas or electrical corporations changing rates, charges, form of contracts, rules, regulations, service, etc. and pending hearing thereon may establish temporary rates or charges to be effective during the period of such suspension.

City Transit Commission

A Transit Commission for New York City is created, to consist of three members, all residents of the City, to be appointed by the Governor, each for a term of five years, and removable by the Governor for inefficiency, neglect of duty or misconduct in office, after a public hearing upon charges filed.

The jurisdiction, supervision, powers and duties of the Transit Commission extend to railroads, street railroads and stage or omnibus lines or routes operated in whole or in part in New York City, and to the persons or corporations owning, operating or leasing the same. In addition the Transit Commission, after study and investigation, is required to prepare a plan of readjustment which shall relieve the existing emergency and improve the transit facilities. That plan to contain provisions which will accomplish as nearly as possible the following four main purposes:

"(1) The combination, rehabilitation, improvement and extension of existing railroads so that service thereon may be increased and improved to the fullest extent possible.

"(2) The receipt by the city of sufficient returns from the operation of the railroads so that the corporate stock or bonds issued by the city for the construction of rapid transit railroads may be exempted in computing the debt incurring power of the city under the constitution of the state.

"(3) The readjustment of the existing rights and obligations of the railroad companies so that the real values in the railroads may be protected and securities stabilized and.

"(4) The assuring to the people of the city the continued operation of the railroads at the present or lowest possible fares consistent with the just val-

uations of the railroads and their safe and economical operation."

The Transit Commission, however, may not authorize any change in rates, fares or charges prior to the adoption of a plan of readjustment, unless pending the completion of the valuations of the railroad property which it proposes to include in any such plan and during the preparation of such plan, the Commission shall, as the result of its studies and investigations, find such change to be necessary in the public interest for the accomplishment of one or more of the purposes to be achieved by such plan.

Scope of Readjustment

In the discretion of the Commission the plan of readjustment may include a single plan embracing all the railroads or may include several plans embracing one or more railroads or systems of railroads.

The Commission is also to consider the incorporation of provisions permitting the city to acquire title to such railroads as may be deemed advisable, in return for a lease of such railroads by the city, and in the event of the incorporation of such provision in the plan the Commission shall outline an arrangement whereby outstanding securities of the railroad companies may be exchanged for new securities.

In connection with the preparation of such plan the Commission shall cause a valuation to be made of the property, other than franchises or going value necessarily used in public service of the railroads it proposes to include therein. Such valuation shall be in such detail and shall include such elements of cost or values and shall be made in such manner as the Commission may prescribe. Such valuation as finally determined by the Commission shall be the basis for all allowances to the railroad companies under the plan.

Board of Estimate May Advise

When completed, copies of the plan must be submitted to the Board of Estimate, and to each of the railroads included therein, with a request for a statement of their views thereon; but before the adoption of such plan or the making of contracts thereunder the Commission must hold public hearings.

All contracts adopted by the Commis-

ABSTRACTS OF IMPORTANT NEW LAWS AFFECTING CITY

sion must be transmitted to the Board of Estimate and Apportionment for approval, and be returned by that Board within thirty days, either approved or with a statement of its reasons for disapproval. If requested by the Board, the Commission must hold a further public hearing upon the contract and the reasons for refusal to approve, after which hearing the Commission may modify the contract and resubmit it to the Board. If within thirty days after the original submission, or the resubmission of such contract, the Board refuses its approval thereof, the Commission may in the name and in behalf of the city execute and deliver such contract with full legal force and effect as if duly approved by the Board or other local officer.

May Give Franchises

The Transit Commission, in addition to other powers, may make contracts for the use of streets in New York City for street surface railroads and for stage and omnibus routes; and from time to time may agree with railroad companies upon changes and modifications of existing contracts, or the cancellation of such contracts and their replacement by new contracts, but any new contract or the modification of an existing contract for the construction, equipment, maintenance or operation of the railroads must have the approval of the Board of Estimate, when the issue of additional corporate stock or bonds is thereby made necessary.

The salaries of the Commissioners, Secretary and counsel of the Transit Commission are to be paid by the State, and all other salaries and expenses of the Commission are to be borne by New York City.

Port Development Act

Chapter 154, Laws of 1921.

(Assem. Int. No. 733, Print 1111, by Mr. Adler)

An Act authorizing William R. Willcox, E. H. Outerbridge and Murray Hulbert, or any two of them, as commissioners for New York, to enter into an agreement with the State of New Jersey for the creation of the "Port of New York District"; providing for the establishment of "The Port of New York Authority"; and defining the powers and duties of such authority. Approved April 4, 1921; effective immediately.

The "Port Authority" is to consist of six commissioners, three from New York and three from New Jersey; two of the New York commissioners to be resident

voters of New York City, and two of the New Jersey commissioners to be resident voters within the New Jersey portion of the port district. Upon the approval by the Legislatures of both States of a comprehensive plan for the development of the port, the "Port Authority" is empowered to purchase, construct, lease and operate terminal and transportation facilities within the district; to make charges for the use thereof; to own, hold, lease, or operate real or personal property, and to borrow money upon the security of property held by it. The Port Authority may not take property now or hereafter vested in or held by either State, or by any county, city, borough, or other municipality, without consent; nor shall the Port Authority pledge the credit of either State except by and with the authority of the Legislature thereof.

Prior to the signing of the agreement, or as soon as practicable thereafter, the Legislatures of the two States must adopt a plan for the comprehensive development of the Port of New York; but nothing in the agreement shall impair the powers of any municipality to develop or improve port and terminal facilities.

After the adoption of the plan, the Port authority may petition any Federal, State, municipal or local authority having jurisdiction in the premises, for the adoption and execution of any physical improvement, change in method, rate of transportation, system of handling freight, warehousing, docking, lightering or transfer of freight, which, in the opinion of the port authority, may be designed to improve or better the handling of commerce in and through said district, or improve terminal and transportation facilities therein. It may intervene in any proceeding affecting the commerce of the port.

No action of the Port Authority is to be binding unless taken at a meeting at which at least two members from each State are present, and unless four votes are cast therefor, two from each State. Each State reserves the right to provide for veto by the Governor of any action of any commissioner.

Either State, by legislative action, may withdraw from the agreement if the port development plan is not adopted by both States on or before July 1, 1923.

The Port Authority is authorized to

make suitable rules and regulations not inconsistent with the constitution of the United States or of either State, and subject to the exercise of the power of Congress, for the improvement of the conduct of navigation and commerce, which, when concurred in or authorized by the Legislatures of both States, shall be binding and effective upon all persons and corporations affected thereby; and such rules and regulations shall include charges, rates, rentals or tolls fixed or established by the Port Authority.

Provides Prison Sentences for Violations of Highway Law

Chapter 55, Laws of 1921

(Assem. Int. No. 285, Print 287, by Mr. Donohue)

An Act to amend the Highway Law in relation to motor vehicles, chauffeurs and operators. Approved March 16, 1921; effective immediately.

Amends Sections 286, 290, 290-a, and 290-b, by requiring motor vehicles to be provided with adequate brakes and steering mechanism, and a suitable muffler to prevent unnecessary noise from exhaust gases; prohibiting the use of "cut-outs," and horns or signaling devices making unnecessarily loud or harsh sounds; providing both fine and imprisonment for violations relating to operating an unregistered motor vehicle, or by other than a licensed chauffeur or operator or by a person under 18 years of age; operating without number plates; for failure to provide adequate brakes and steering mechanism, muffler and proper lights; for the unauthorized use or possession of a chauffeur or operator's license or badge; and for speeding.

The Secretary of State is empowered to suspend or revoke, after a hearing, any certificate of registration or any license issued under the Highway Law, and to order the return of number plates, for a third or subsequent violation of the speed law or ordinances; for failure to report the sale or transfer of a registered car within ten days; for failure to provide adequate brakes and steering mechanism, and a suitable muffler; for using "cut-outs" and unauthorized signal horns; for the unauthorized use or possession of another's license or badge; for making false statements in an application for registration; because of the conviction at any time of the holder for a felony; for habitual and persistent violation of the highway

ABSTRACTS OF NEW BILLS OF IMPORTANCE

law, ordinances, and traffic regulations; for negligent operation of a motor vehicle; permitting a motor vehicle to be used in aid or furtherance of crime; for preventing lawful identification or evading lawful arrest or prosecution while operating a motor vehicle; or for wilfully evading prosecution in another State or jurisdiction for violation of the motor vehicle or traffic laws thereof. The revocation or suspension of a license need not be made as the result of a court conviction, but the grounds therefore may be established by any satisfactory evidence whether arising out of a judicial trial or otherwise.

Protects Military Badges

Chapter 142, Laws of 1921

(Assem. Int. No. 310, Print 311, by Mr. Neary)

An Act to amend Section 1484 of the Penal Law. Approved April 2, 1921; effective immediately.

Adds new subdivision 4, to read as follows:

Any person who shall fraudulently wear any badge, insignia, clasp, rosette or button issued by the government of the United States or the State of New York or any foreign government to which the government of the United States was allied in the world war shall be guilty of a misdemeanor.

Interest on Shares in Savings and Loan Associations

Chapter 75, Laws of 1921

(Assem. Int. No. 698, Print 745, by Mr. Cheney)

An Act to amend the Banking Law in relation to the manner of declaring dividends upon shares of a savings and loan association. Approved March 16, 1921; effective immediately.

Section 395 is amended by adding a new paragraph, to read as follows:

No savings or loan association shall declare, credit, or pay dividends upon the accumulations upon any class of shares for a longer period than that covered since such shares were issued; provided, however, that payments made upon shares not later than the tenth business day of the month commencing any dividend period, or the third business day of the month beginning any quarterly period, may have dividends declared and credited upon such payments for the whole of the dividend period, if not withdrawn before the end of such period.

Savings Banks May Receive Money for Transmission

Chapter 177, Laws of 1921

(Sen. Int. No. 625, Print 965, by Mr. Cotillo)

An Act to amend the Banking Law in relation to the powers of savings banks. Approved April 9, 1921; effective immediately.

Adds new subdivision 10 to Section 238, empowering savings banks to receive money for transmission and to forward the same through any bank, national banking association or trust

company incorporated under the laws of the State of New York or under the laws of the United States and having its principal place of business in the State of New York, and which is regularly engaged in the business of transmitting money, subject to the same regulations and limitations as are prescribed for private bankers in respect thereto, by Sections 167 and 168 of the Banking Law.

TARIFF UNEASINESS

This Association Informs Mem- bers of its Stand Against Change in Assessment of Duties

Many requests have been made of The Merchants' Association for information regarding its position upon the proposal to substitute the American selling price of articles for the market value of such articles abroad for the basis of the assessment of import duties. Uneasiness has been aroused by statements from Washington to the effect that there is increasing likelihood of this substitution.

In reply to these inquiries The Merchants' Association has forwarded copies of the booklet which it issued in March outlining its stand in opposition to the change and assurance that it will continue to keep in touch with the situation regarding all the administrative sections of the tariff law.

The Association, through its Foreign Trade Bureau, recently asked the Secretary of Agriculture to provide a sufficient number of inspectors to enforce the provisions of the black fly quarantine without interfering with the movement of commerce. A reply from the Department indicates its intention to conduct the inspection work under the quarantine law so as to avoid any interference with the importation of the classes of fruits and vegetables embraced in the quarantine.

THE URBAN POPULATION

According to the United States Census Bureau 37,770,114 persons, or 70 per cent of the entire number of persons, living in cities, were residents of cities of 25,000 inhabitants or more in 1920.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

PROPOSES CHANGES IN NATURALIZATION

Educational Test and Procedure for Minors of Foreign Birth Are Suggested

FORMULATED BY COMMITTEE

A report was submitted to the Board of Directors of The Merchants' Association last Thursday by the Committee on Immigration and Naturalization regarding changes in naturalization laws and procedure and approved as follows:

"Supplementing the report of this Committee adopted by your Board November 19, 1920, the Committee submits the following additional recommendations concerning changes in the laws and procedure of naturalization. Changes similar to the ones here proposed are now being urged by various local and national organizations in an effort to simplify and standardize the process of naturalization without reducing its safeguards.

"The recommendations are as follows:

"I. There should be declared by law suitable educational requirements for naturalization, and examinations for these requirements should be given under the supervision of the Division of Citizenship Training by properly constituted educational authorities, wherever practicable in public schools. These requirements shall include ability to speak and read English, an elementary knowledge of American civics and American institutions and general information on personal and public hygiene; the standards in these subjects to be fixed by the Division of Citizenship Training.

"II. Names of two or more witnesses should be submitted by declarant for first papers only. It should be the duty of the Examiners of the Bureau of Naturalization to interview said witnesses as to applicants' eligibility, but they should be required to come to court only at the discretion of the court or at the request of the applicant.

III. All minor children of foreign birth in the family of an alien applying for citizenship should be required on coming of age to take out papers as do other aliens.

"IV. The requirement in the present naturalization law which provides that the applicant for citizenship must produce his certificate of arrival before he can be naturalized should be eliminated."

BUSINESS MEN CONDEMN FEDERAL EXCESS PROFITS TAX

Referendum Taken by the Chamber of Commerce of the United States Shows a Wide Diversity of Opinion on Features of the Revision of Tax Laws—Against Sales Tax

An overwhelming demand for the repeal of the Excess Profits Tax is voiced in a tax referendum taken by the Chamber of Commerce of the United States. The referendum included fifteen proposals formulated by the Chamber's Committee on Taxation for changes in the present Federal Tax Law.

Against the Sales Tax

The vote on the proposed substitutes for the Excess Profits Tax was not conclusive. A large majority opposes any increase in income taxes and at the same time a majority opposes any form of the sales tax which was suggested both as a substitute for and an addition to other forms of taxes.

Approval was given to a proposal that excise taxes be levied partly to take the place of the excess profits tax. A two-thirds vote is necessary to approve a proposal.

The Vote in Detail

The fifteen proposals of the Committee, together with the vote on each and the action taken by The Merchants' Association upon each, are as follows:

I

The excess profits tax should be repealed:

Ayes 1,718.
Noes 44.

The Merchants' Association voted in favor of this proposal.

II

Revenues now derived from the excess profits tax should be obtained mainly from taxes on incomes:

Ayes 571.
Noes 1,004.

The Merchants' Association voted in favor of this proposal with the following reservations or interpretations:

"(a) The term 'taxes on incomes' we understand to include taxes on incomes of corporations as well as of individuals.

"(b) The advocacy of taxes or incomes is not to be interpreted as approving of any increase in the normal rate of the income tax of individuals.

"(c) The advocacy of taxes on incomes is to be interpreted as implying

a decided reduction on the present rate of surtaxes in the individual income taxes.

III

There should also be excise taxes upon some articles of wide use but not of first necessity:

Ayes 1,217.
Noes 504.

The Merchants' Association voted in favor with the following note:

"We recommend that very careful attention be paid to the selection of the various industries and articles to be subjected to excise taxation."

IV

Should a sales tax be levied instead of the taxes mentioned in Proposals II and III above:

Ayes 704.
Noes 855.

The Merchants' Association voted against this proposal.

V

Should a sales tax be levied in addition to such taxes as are mentioned in Propositions II and III above:

Ayes 768.
Noes 804.

The Merchants' Association voted in favor of this proposal.

VI

Members voting in favor of question IV or question V are requested to indicate the type of sales tax they advocate:

- (a) A general turnover tax; in favor 511.
- (b) A limited turnover tax; in favor 280.
- (c) A retail sales tax; in favor 541.

The Merchants' Association cast no vote on this proposal.

VII

There should be a moderate and graduated undistributed earnings tax on corporations:

Ayes 640.
Noes 1,068.

The Merchants' Association voted against this proposal with the following note:

"We favor an increased rate of tax on incomes of corporations rather than an undistributed earnings tax."

VIII

Each individual stockholder of a corporation should pay his own normal tax:

Ayes 693.
Noes 975.

The Merchants' Association voted against this proposal.

IX

Income from any new issues of securities which may lawfully be made subject to Federal tax should be taxable:

Ayes 1,386.
Noes 275.

The Merchants' Association voted in favor of this proposal.

X

American citizens resident abroad should be exempt from the American tax upon income derived abroad and not remitted to the United States:

Ayes 1,252.
Noes 456.

The Merchants' Association voted against this proposal with the following note:

"We vote 'No' on question X for the reason that under the law as it now exists, an American citizen resident abroad receives a credit on his tax of the amount of tax paid by him to a country of his residence upon his income from sources in that country."

XI

Profits arising from sale of capital assets should be allocated over the period in which earned, and taxed at the rates for the several years in the period:

Ayes 1,411.
Noes 243.

The Merchants' Association voted in favor of this proposal.

XII

Exchange of property of a like or similar nature should be considered merely as a replacement:

Ayes 1,547.
Noes 142.

The Merchants' Association refrained from voting on this proposal with the following note:

"We refrain from voting upon ques-

BUSINESS MEN ASK FOR REPEAL OF PROFITS TAX

tion XII on the ground that the question as framed is obscure, involved and misleading."

XIII

Net losses and inventory losses in any taxable year should cause re-determination of taxes on income of the preceding year:

Ayes 1,850.

Noes 323.

The Merchants' Association refrained from voting on this proposal with the following note:

"We refrain from voting upon question XIII on the ground that the question as framed is obscure, involved and misleading."

XIV

Ascertainment by the Government of any tax based on income should precede payment:

Ayes 1,215.

Noes 479.

The Merchants' Association voted against this proposal with the following note:

"To ask the Government to wait until the tax has been officially ascertained and assessed would not be practicable, in view of the Government's present need for revenue."

XV

Administration of income taxation should be decentralized:

Ayes 1,321.

Noes 390.

The Merchants' Association voted against this proposal.

It will be seen that proposals I, III, IX, X, XI, XII, XIII, XIV and XV were carried in the referendum and that proposals II, IV, V, VII and VIII were not carried.

National Chamber's Statement

In a statement accompanying the announcement of the vote the National Chamber said:

"The majority voting against any form of sales tax was a considerable one. Organizations voting for the sales tax were asked to indicate whether they preferred a general turnover tax, a limited turnover tax or a retail sales tax. Few voted for a limited turnover tax, and as between a general turnover tax and a retail sales tax a small majority favored the latter.

"The committee submitting the report itself opposed the sales tax, but put the proposition to a vote because

of the wide interest in proposals that have come from a number of quarters for a tax of this nature. The referendum, as it went out to members, contained the best arguments that have been made both for and against the tax.

Vote on Sales Tax

"The vote against the sales tax is significant in view of the strong agitation that has been going on throughout the country for some form of this kind of levy. Arguments for the tax, as contained in the referendum, held that difficulties of administration of the tax would not be so numerous as in administration of the excess profits tax; that it would have great practical value, in that the business man would know exactly what he must turn over to the Government and that under it fewer persons would escape taxation. Objections pointed out were that a turnover tax would be extremely difficult of administration and that it would be pyramided; that it would work to the advantage of larger industrial establishments and that it would be unfair to persons at the bottom of the economic scale on whom it would fall disproportionately heavier than on those who enjoy a wider margin between income and necessary expenditure, and finally that there were legal difficulties in the way."

COMMERICAL FAILURES

The number of commercial failures in the United States, the amount of assets reported, and the amount of liabilities, for the first quarter, are shown below for twenty years:

Year	No.	Assets	Liabilities
1891	4,870	\$119,139,522	\$178,589,989
1920	1,627	17,653,469	29,702,499
1919	1,904	20,741,789	35,821,052
1918	2,300	31,031,079	49,780,800
1917	2,937	32,259,908	52,307,099
1916	5,387	32,232,370	61,492,746
1915	7,216	64,600,535	105,702,385
1914	4,826	54,543,553	83,221,826
1913	4,458	51,764,096	76,832,277
1912	4,828	41,653,365	68,012,323
1911	3,985	38,360,036	59,651,761
1910	2,525	54,260,803	73,079,154
1909	3,850	33,147,908	44,460,950
1908	4,909	48,980,432	75,706,101
1907	3,136	19,453,364	32,076,591
1906	3,102	17,138,084	33,761,107
1905	3,443	17,573,643	30,162,506
1904	3,344	27,863,938	48,066,721
1903	3,200	17,965,840	34,344,438
1902	3,418	17,162,907	33,731,758

Proportionately, the expansion in the indebtedness is greater than the increase in number, owing largely to 229 defaults of unusual size.

INCREASE IN POSTAL BUSINESS

Postmaster General Hays says that the increase in postal business in New York State since 1912 has been 289 per cent.

CARTAGE CHARGES ALREADY HIGH

Merchants' Association Protested
Against Proposal to Increase
Rates in this City

JOINT COMMITTEE PROPOSED

A proposal to increase the cartage charges on export L. C. L. freight between trunk line carriers and steamship carriers in New York Harbor because the cartmen were demanding an increase, was made by the Trunk Line Association in February.

Asked Public Hearing

In view of the importance of the matter, the Traffic Bureau of The Merchants' Association asked for a public hearing upon it. This hearing was given on February 24. On behalf of The Association, the Traffic Manager informed the Trunk Line Association that complaints have already been made by interior shippers over the cost of handling import and export freight through the Port of New York. The attention of the Trunk Line Association was called to the efforts that are being made by the South Atlantic and Gulf ports to divert business from the Port of New York. It was pointed out that an increase in trucking charges under these conditions would be exceedingly harmful to the best interests of the Port which, at this time, require thorough cooperation between the rail lines, the trucking interests and the steamship lines and a better coordination of efforts so that the cost of cartage may be reduced and not increased.

Joint Committee Proposed

A request was made for the appointment of a joint committee to give the situation thorough study with a view to eliminating any necessity that may exist for increased charges by the substitution of better methods of performing the transfer service between the railroad and steamship piers.

SHIPBUILDING LAST YEAR

The total launchings in shipyards of the world amounted to 5,861,000 gross tons, a decrease of almost 1,300,000 from the 1919 figure, but an increase of more than 400,000 over 1918. The total for the United States was 2,476,000 tons, while Great Britain was second with 2,055,000 tons. Japan launched 456,000 tons, against 611,000 tons in 1919.

SHIPPERS WANT TEN DAYS' FREE TIME AT THIS PORT

Traffic Bureau of The Merchants' Association Obtains Public Hearing on Important Change in Rule—Other Traffic News of Interest

Prepared by the the Traffic Bureau of The Merchants' Association

Prior to Federal control the railroads serving New York allowed ten days free time on L. C. L. freight delivered to Manhattan and Brooklyn pier stations. Under the Railroad Administration regime this period was reduced to five days and later to forty-eight hours.

Shippers Want Ten Days

Contending that the forty-eight hour period now provided is entirely inadequate and that even with the resumption of normal steamship service, it is impractical to remove goods from the railroad docks and deliver them to the steamship piers within this time, interested shippers applied to the Trunk Line Association to restore the ten-day period previously in effect at New York.

The carriers replied that their pier space in New York City is limited and if L. C. L. freight is held longer than two days it would reduce the efficiency of the piers. The carriers' committee therefore refused to grant the shippers' application.

Traffic Bureau Interested

As this matter is very important to a large number of shippers and forwarders at New York, the Traffic Bureau of The Merchants' Association asked the carriers committee why it had not been docketed for public hearing, and suggested the desirability of this procedure prior to reaching a final conclusion thereon. Accordingly, on March 24, a public hearing before the Trunk Line Association was held at 143 Liberty Street, at which the matter was further discussed.

The Manager of the Traffic Bureau represented The Merchants' Association and the Shippers' Conference of Greater New York at this hearing and argued for the restoration of the five-day period. The matter is now under reconsideration by the Trunk Line Association.

Increased Rates

This Association Opposes Change in Basis for Port Differentials

To eliminate blanket supplements containing increased rates authorized by

the Interstate Commerce Commission August 25, 1920, and to restore the port differentials which were disturbed by this advance, the Trunk Line Association proposed to reissue the tariffs containing rates between these points.

In reissuing these tariffs, however, the carriers proposed to use as the base rate the New York-Richmond all-rail rate instead of the New York-Norfolk all-water rate, which had heretofore been the basis upon which the rates were constructed.

This proposal would result in further material increase in the rates over the increases authorized by the Commission's decision in *Ex Parte 74* and hence strong objections were made by representatives of the various communities affected. It was also disclosed at the hearing before the Trunk Line Committee on March 11 that the all-water rate from New York to Richmond would not be advanced to the basis proposed by the railroads.

The Manager of the Traffic Bureau of The Merchants' Association stated that the all-water rate from New York to Norfolk would probably be affected by the proposed adjustment which in turn would be affected by the fourth Section of the Act to Regulate Commerce.

The entire adjustment therefore is under reconsideration of the Trunk Line Association.

For Port Authority

This Association Urged the Passage of the Bill in Albany

The March report of the Traffic Bureau of The Merchants' Association mentions the appearance in Albany of the Manager of the Bureau, on behalf of The Association, in advocacy of the Port of New York Authority bill, both while it was pending in the Legislature and before it was signed by the Governor.

In urging the passage of the bill, the Manager of the Bureau presented evidence showing (1) the great volume of business, both foreign and domestic, which is handled at New York; (2) the activities of other port cities to divert

business from New York; and (3) complaints of interior shippers against higher rates and handling charges assessed at this Port.

The Manager also urged the need for a better adjustment of transportation services to and from New York City and he pointed out that this adjustment could be best obtained through the plan which the bill proposed. The measure passed the Assembly on March 16 and the Senate on the following day. The Association again appeared when the Governor gave a hearing on the measure on April 1.

Traffic Service

Matters in Which Traffic Bureau Gave Aid to Members

During March the Traffic Bureau of The Merchants' Association received and disposed of requests from individual members for service as follows:

Matters pending February 28.....	34
New matters received during March..	121
Total	155
Matters completed during March.....	134
Matters pending March 31.....	21
Total	155

The service referred to above consists of advice and assistance in various transportation matters.

PARKS AND PLAYGROUNDS IN MANHATTAN

There are fifty-five parks and sixty playgrounds in Manhattan, ranging in size all the way from the little neighborhood playground and triangular plots a quarter or a tenth of an acre in extent, up to Central Park, with an area of 843 acres. Some of the larger areas other than Central Park are Riverside Park and Drive, 140 acres; Highbridge Park, 75½ acres; Fort Washington, 40.8 acres; Battery, 21 acres; Morningside, 31¼ acres; Mount Morris, 20 acres; Thomas Jefferson, 15½ acres; Colonial, 12¾ acres; City Hall, 8¾ acres; Manhattan Square, 17½ acres; Corlears Hook, 8.3 acres; De Witt Clinton, 7.37 acres; St. Nicholas, 20 acres; Carl Schurz, 12½ acres, Tompkins Square, 10½ acres, and Isham, 10½ acres.

BOXES TO ASSIST CHINA FAMINE FUND

Committee Asks Members of This Association to Allow Them to Be Introduced

WOULD BROADEN COLLECTION

Some months before the end of his term President Wilson appointed the China Famine Fund Committee and named Mr. Thomas W. Lamont, of J. P. Morgan and Company, Chairman of it. Among the members of the Committee he appointed Mr. William Fellows Morgan, President of The Merchants' Association.

Pleased With Service

This action of President Wilson gave the Committee an official status in which it has since been confirmed by the published endorsement of President Harding who has commended this work of gathering funds to save the starving millions of China.

Chairman Lamont has received the following cablegram from United States Ambassador Charles R. Crane, who represents this country in China:

"International and other funds practically exhausted by grain purchased by consumption before May 1.

"Most critical period subsequent six weeks preceding Harvest in June in districts not relieved by famine funds.

"Leaves, greens and bark nearly exhausted; danger that in such districts people will devour growing grain unless helped.

"All relief grain given free.

"Practically all relief workers voluntary without pay.

"To illustrate efforts of those not helped to save themselves, houses unroofed and timbers sold; farm implements, household utensils, even clothing sold to buy food; farm animals sold or eaten.

"Funds hitherto contributed have saved millions lives to date.

"Further large contributions from America necessary to carry these people another six weeks to harvest and expand area of relief."

Collection Boxes to be Distributed

In view of the urgent need, the Committee has requested the publication of an appeal to members of The Merchants' Association to accept small collection

boxes and posters which will shortly be sent to them, and to place them in prominent positions in their respective places of business so that employees or customers may contribute as they feel able to do so.

Members are also urged to return the receipts from these boxes to Mr. Vernon Munroe, Treasurer of the Fund, Bible House, New York City.

If any members of The Association feel that they can use more boxes or literature than are sent them, they can be obtained by a telephone or postal request addressed to the New York Committee, St. Denis Building, Eleventh Street and Broadway or Stuyvesant 5460—Mr. Joseph Howland Hunt, Chairman.

Special Week in May

To respond to the call of the committee in Peking, the American Committee announces that it has urged each of its committees and representatives throughout the country to make a special appeal for China during the eight days from May 1 to May 8. Preceding this week, the new Minister from China to the United States, the Hon. Alfred S. Sze, accompanied by Mr. Sherwood Eddy, formerly International Y. M. C. A. Secretary for Asia, and Mr. William Hiram Foulkes, General Secretary of the New Era movement of the Presbyterian Church, will tour the principal cities of the East and Middle West in the interest of the China Famine Fund and speak at numerous meetings.

CONVENTION CHANGES

Dates of Two Events Scheduled for This Month Have Been Deferred a Week

The Convention Bureau of The Merchants' Association announces the following changes in the list of April conventions published in the March 28 issue of "Greater New York:"

American Welding Society, scheduled April 21, changed to April 27-28.

Order of Founders and Patriots of America, State Division, scheduled April 19, changed to April 25.

Phi Psi Fraternity—April 22-23.

REGISTERED MAIL IN NEW YORK

In the City of New York 50,000 pieces of registered mail are received and delivered daily and 650,000 pounds of newspapers and periodicals are weighed and handled.

THE DIRECTORY OF SOCIAL AGENCIES

Former Charities Directory Appears Under a New Name But With Same Contents

IS VALUABLE FOR REFERENCE

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The thirtieth edition of the volume formerly known as the New York Charities Directory has made its appearance this year as the Directory of Social Agencies.

Contents of the Volume

It is a compact little cloth-bound book of about 500 pages which contains brief descriptive material concerning some 2,000 social or philanthropic agencies operating in or for New York. In addition to this material the book contains a subject index in which all the agencies are classified according to their functions, a church list numbering about 1,800 arranged both alphabetically and according to denomination and finally a name index listing more than 5,000 persons engaged in or officially connected with the agencies mentioned.

Although the Directory is published by the Charity Organization Society, the inclusion therein of any agency must not be taken to mean approval by that Society or by the Bureau of Advice and Information, although any agency known to be actually fraudulent has been omitted, as have agencies whose work falls so short of reasonable standards as to make them a charge on, rather than a resource for the public.

Useful to Business Men

For business men subject to constant appeals from solicitors and for causes of which they know nothing, the book offers a degree of protection, and at the same time is a source of much readily available information.

The price of the Directory is \$2. Orders may be placed through the Bureau of Advice and Information of the Charity Organization Society, 105 East Twenty-Second Street.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

APR 25 1921
GENERAL LIBRARY

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, APRIL 25, 1921

No. 17

Asks Governor Miller to Veto Mohansic Bill

The Merchants' Association Defends the Purity of New York City's Croton Water Supply by Requesting the Chief Executive to Disapprove Measure Which Would Permit the Unrestricted Sale of Reservation—Appeal Is Made to City Authorities to Protest

Vigorous protest is being made to Governor Nathan L. Miller by the citizens of New York City against a bill which repeals the act which created the Mohansic State Reservation and permits the sale of the land included in the Reservation.

Bill Hastily Passed

The bill which wipes out the Reservation attracted little attention in the Legislature until the closing days of the session when it was suddenly advanced and passed before the City could oppose it. Since the measure was discovered, The Merchants' Association sent a telegram to Governor Miller urging him to veto it in case it should come before him. After this telegram had been sent, in the course of one of the all night sessions of the Legislature, the bill was put through both Houses and it is now before the Governor for his action.

It allows the Reservation to be sold by the new State Board of Estimate and Control, which consists of the Governor, the Comptroller and the Chairman of the two appropriation committees of the Legislature.

Second Telegram Sent to Governor

The two years' fight which led to the creation of the Reservation in 1918 was inaugurated by The Merchants' Association's Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman, and led by The As-

For Pure Water

The following telegram was sent to Governor Miller last Tuesday by The Merchants' Association:

"The Mohansic State Reservation was created after exhaustive official investigation, by Chapter 543, Laws of 1918, expressly to exclude from these sources of the City's water supply danger of pollution from hospitals, public institutions, and concentration of population, the sewerage of which and pollution arising from which would menace the health and lives of more than half the population of the State.

"Senate Bill Introductory 1150, Print 1790, passed by the Legislature, and now before you, permits the sale of the lands comprising the Mohansic State Reservation, and thus makes possible the restoration of conditions dangerous to the New York City water supply, against which this community has hitherto vehemently protested, and against which an official legislative commission, after thorough and protracted investigation, has recommended. We respectfully but urgently ask that you protect the City of New York from this menace by vetoing the bill."

sociation. In view of this fact, Mr. S. C. Mead, Secretary, on behalf of The Association, last Tuesday sent the following telegram to Governor Miller:

"The Mohansic State Reservation was created after exhaustive of-

ficial investigation by Chapter 543, Laws of 1918, expressly to exclude from these sources of the City's water supply danger of pollution from hospitals, public institutions and concentration of population, the sewerage of which and pollution arising from which would menace the health and lives of more than half the population of the State. Senate Bill Introductory 1150, Print 1790, passed by the Legislature and now before you, permits the sale of the lands comprising the Mohansic State Reservation and thus makes possible the restoration of conditions dangerous to the New York City water supply, against which this community has hitherto vehemently protested and against which an official legislative commission, after thorough and protracted investigation, has recommended. We respectfully but urgently ask that you protect the City of New York from this menace by vetoing the bill."

How the Reservation Was Created

The Reservation was the outgrowth of the opposition of the people of New York City to the location of the Mohansic State Hospital and the New York State Training School for Boys in the Croton Watershed.

The State proposed to place these two institutions, which would have sheltered

LETTER TO MAYOR EXPLAINS WATER SUPPLY DANGER

thousands of inmates, on the shores of Mohansic Lake, which is tributary to the City's water supply system. Chairman Hatch saw the danger to the purity of the City's water supply which would result from the sewerage of these institutions and practically the entire population of the City, including the commercial and civic organizations and the Government itself of the City joined in opposing the completion of the scheme.

Mayor Hylan Is Asked to Protest

In addition to its telegram to Governor Miller, The Merchants' Association has written to Mayor Hylan asking the City to join officially in the protest against this new threat to the purity of the water supply. The letter to the Mayor, which is signed by President Morgan, reads as follows:

"The City's water supply is threatened with dangerous and continuing pollution by the terms of Senate Bill Int. 1150, Print 1790, which passed the Legislature April 16 and is now awaiting the Governor's action. Essential circumstances are as follows:

"Prior to 1918 the lives and health of this City's people were menaced by the projected establishment on the sources of the City's water supply of the Mohansic State Hospital for the Insane and the State Training School for Boys.

Would Have Housed 8,000 Patients

"About 8,000 of the insane, defective and criminal classes were to be cared for in these institutions. These classes are peculiarly liable to loathsome, dangerous and transmissible diseases.

"It was planned that the sewage originating from this large abnormal population be discharged, after treatment, into Mohansic Lake, one of the sources whence the water supply of this City is derived.

Protest from This City

"Vigorous and widespread protest by the public of this City, supported by Governor Whitman and the City authorities, caused the project to be suspended pending the result of searching investigation into conditions by a Commission of the Legislature.

"The City authorities were particularly active in opposition to the project. At the hearings by the Commission, the opposition on behalf of the City was conducted by Assistant Corporation Counsel E. D. Malone, acting under instructions given by Mayor Mitchell.

The Nullification Law

STATE OF NEW YORK

3d Edg. 791. Nos. 1233, 1790. Int. 1150.

IN SENATE,

March 28, 1921.

Introduced by Mr. HEWITT—read twice and ordered printed, and when printed to be committed to the Committee on Finance—reported favorably from said committee, committed to the Committee of the Whole, ordered to a third reading, amended and ordered reprinted, retaining its place in the order of third reading.

AN ACT

Authorizing the state board of estimate and control to sell and convey the lands, buildings and premises known as the Mohansic Lake Reservation in the town of Yorktown, Westchester county, providing for the manner of sale and disposition of proceeds.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The state board of estimate and control is hereby authorized and empowered to enter into a contract of sale on behalf of the people of the state, or to sell outright for cash, the lands, buildings and premises, including the railroads and railroad right of way and sidings of the Mohansic Lake Reservation in the town of Yorktown, Westchester county, as created by chapter five hundred and forty-three of the laws of nineteen hundred and eighteen. Such board may sell and convey such property as a whole in one sale or by parcels, for such sum or sums as it may be able to obtain and by public or private sale as may appear to be for the best interests of the state. In the event that such sale be by contract, such contract shall provide for the payment of ten per centum of the purchase price at the time the contract is made; the payment of the balance and the delivery of a proper conveyance or conveyances within six months thereafter, and the people of the state to retain possession of such lands and buildings and keep the same in ordinary repair to the time of such conveyance, such contract shall be accompanied by a bond or undertaking on the part of the purchaser or purchasers with sufficient securities, conditioned for the performance of such contract; such contract and undertaking to be approved as to form, manner of execution, the amount of the undertaking and sufficiency of the securities by the attorney-general and be filed with such board when so approved. Upon payment of the sum or sums agreed upon for the sale of such property or any parcel thereof, the state board of estimate and control is hereby authorized and directed to execute a conveyance or conveyances, on behalf of the people of the state, to the purchaser or purchasers thereof or their lawful representatives or assigns. The proceeds of the sale or sales of such property shall be paid into the state treasury as provided in section thirty-seven of the state finance law.

§ 2. This act shall take effect immediately.

"Expert testimony that the City's water supply would be subjected to dangerous pollution under the conditions proposed was given by the following experts of the Water Department:

William Williams, Commissioner,
W. W. Brush, Deputy Chief Engineer,

T. C. Culyer, Engineer in Charge of Watersheds,

T. D. L. Coffin, Engineer in Charge of Sanitary Conditions,

J. P. Carver, Assistant Engineer in Charge of Sanitary Conditions.

Dr. F. L. Hale, Director of Laboratories,

Captain Alfred Brooks Fry, Consultant Engineer.

Other Testimony Given

"Similar testimony on behalf of the Department of Health was given by Dr. Haven Emerson, Commissioner, and Dr. Joseph L. Shears, Sanitary Expert.

"Numerous other sanitary experts of the highest standing testified before that commission that the City's water supply would be constantly subject to dangerous pollution by the discharge into Mohansic Lake of sewage, even if treated, from these institutions.

"The legislative commission held that to protect the public health, large public institutions, particularly those devoted to curative and penal purposes, should not be located upon the sources whence any considerable population derives its water supply.

Sites Become a Park

"On the recommendation of the commission, the Legislature, in 1918, passed a law which precluded the location of the obnoxious institutions upon the proposed sites, and set apart the lands to form the Mohansic Lake Reservation, to forever be reserved by the State for the purpose of preserving it in its natural condition. The bill now pending before the Governor nullifies the protection given by the Act of 1918, by authorizing the sale of the lands and buildings now comprising the Mohansic Lake Reservation without any restriction whatever as to the uses to which they may be put.

Danger in the Bill

"The lands and buildings may, therefore, be acquired by any one of several large semi-public institutions devoted to curative or correctional purposes which have hitherto sought locations upon the sources of the City's water supply. If the pending bill becomes law, the constant menace to the lives and health of six million people will thus again be created.

"In view of the previous activity of the City to avert the danger indicated, we respectfully urge that you request

CHAIRMAN HATCH OPPOSES MOHANSIC PARK MEASURE

the Governor to disapprove the pending bill S 1790."

Other Organizations Notified

For the purpose of securing the co-operation of other organizations of citizens, both commercial and civic, a similar letter has been addressed to them by The Merchants' Association. It asks them to appeal to the Governor to avert a menace to the City's water supply by vetoing the bill.

The genesis of the effort to bring about the abandonment of the Reservation has not yet been fully disclosed, but the bill is supported by Westchester County influence.

Chairman Hatch's Comment

In commenting upon the bill authorizing the sale of the Park by the State, Chairman Hatch said:

"This is another attempt to carry out plans which revive the danger of poisoning the drinking waters of the citizens of New York City. This legislation was put through in the closing hours of the legislative session, and before any protest could be made.

"Governor Whitman, during his administration, vetoed a bill which would have permitted the pollution of the Croton watershed in the Mohansic territory, through the establishment of public institutions there, and thereby made effective the efforts of the citizens of New York City to keep their water supply pure and unpolluted.

"I do not believe that Governor Miller will permit such a measure, so plainly detrimental to the health and well-being of the inhabitants of New York City, to become a law. It is not only for the present population of the City that we must think, but also for the citizens who will constitute the population of twenty millions which the City will possess in a few years."

Might Sell to Institution

It is intimated that the real purpose of the bill is to permit the State to sell the Reservation to Westchester County for park purposes. This understanding is not carried out by the terms of the bill, which says nothing whatever about Westchester County, but permits the State to sell the Reservation to any bidder. There is nothing in the bill to prevent the sale to the New York State Training School for Boys, for example, or for hospital purposes

CANAL NAVIGATION RESUMED APRIL 30

Eight Companies Offer Facilities for the Transportation of Freight by Water

SHOULD USE CANAL ROUTE

Prepared by the Traffic Bureau of The Merchants' Association

The Traffic Bureau is in receipt of advice from the State Superintendent of Public Works, that navigation on the improved New York State Barge Canal System will be resumed for the season of 1921, on Saturday, April 30.

Service on the Canal

In making this announcement, the Superintendent of Public Works has promulgated the following information as to the common carrier organizations which will engage in the traffic and the scope and character of the service that will be rendered.

INLAND MARINE CORPORATION

S. W. Bullock, General Manager, 152 Nassau St., New York City.

J. F. Powers, General Freight Agent, 152 Nassau St., New York City.

This company will operate eight cargo carrying steamers of 185 tons capacity and 47 cargo barges of from 300 to 450 tons capacity. Service will embrace bulk cargo movements between Buffalo and all New York Harbor points, Bridgeport, Branford, New Haven, Conn., and Philadelphia, Pa., with limited bulk cargo service at intermediate ports. In addition to bulk cargoes from New York, a carload and less carload service from New York will be maintained to Buffalo, N. Y., with interchange at Buffalo with the Lake lines for Cleveland, Detroit, Duluth, Minneapolis, St. Paul and points in Minnesota, North and South Dakota, Montana, Western Canada and the Northwest Pacific States, on joint canal and lake, and canal, lake and rail rates.

THE LAKE CHAMPLAIN TRANSPORTATION COMPANY

C. E. Holden, President, Whitehall, N. Y.
M. E. Finnican, N. Y., Manager, 59 Pearl St., New York City.

This company will operate under charter or ownership 300 or more cargo barges of 300 ton capacity, four cargo carrying steamers of 185 ton capacity and 13 towing tugs. Bulk cargo service will be maintained between New York City and Quebec, Montreal, Ottawa, Three Rivers and intermediate ports in Canada; to and from all ports on Lake Champlain and the Champlain Division of the New York canals; between Buffalo and New York, with limited service to and from intermediate ports on Erie and Oswego Divisions of the New York canals.

THE TRANSMARINE CORPORATION, CANAL DIVISION

S. MacClurkan, Vice-President, P. O. Box 392, Port Newark, N. J.

Twenty new 450-ton steel barges with necessary complement of towing units will be operated by this company. The service to be rendered will comprise bulk cargo movement between Buffalo and New York Harbor points. Carload and less carload traffic will be handled from Buffalo and western points served by lake connections to Jersey City, Newark, Port Newark, New York and points within lighterage limits of New York Harbor on joint lake and canal rates. A merchandise service will also be maintained westbound from New York

Harbor points to Buffalo and territory west thereof, reached by lake connections on joint canal and lake rates.

McDOUGALL-DULUTH SHIPBUILDING COMPANY

A. Miller McDougall, General Manager, 42 Broad St., New York City.

This company will operate five self-propelled barges of 1500 ton capacity each in a regular service between New York and Buffalo.

EDWARD G. MURRAY LIGHTERAGE & TRANSPORTATION CO., INC.

E. G. Murray, President, 24 State St., New York City.

Thirty 500-ton barges and fourteen 300-ton barges, with a number of towing tugs will be operated by this company. Bulk cargo will be handled between New York City, Buffalo and to and from ports on the Erie and Champlain Divisions of the New York Canal System.

BARGE CANAL FREIGHTING CORPORATION

R. H. Barnwell, Vice-President, 23 South William St., New York City.

This company will operate a number of 300 and 500 ton barges in a general cargo service between Buffalo, New York and intermediate ports. A merchandise service will be furnished westbound from New York City to Buffalo and territory west thereof, reached through lake connections on joint canal and lake rates.

NEVILLE & MAYTHAM

J. H. Neville, Agent, 18 Broadway, New York City. (3 Front St. after May 1.)

A number of 300 and 500 ton barges will be put in service by this company. Bulk cargo will be accepted to and from Buffalo, New York and intermediate ports. A west bound carload and less carload service will be maintained, providing deliveries for New York to Buffalo and western territory on joint canal and lake rates.

MONTREAL & NEW YORK TRANSPORTATION CO., LTD.

Walford Forwarding Co., Agents, 17 Battery Pl., New York City.

A number of 300-ton barges will be operated by this company under charter. Bulk cargo will be handled between Montreal and other Canadian ports and New York. A merchandise service will be maintained between New York City and Montreal.

Other interests contemplate the inauguration of a transportation service on the State waterways. The operating plans and service of these companies have not been perfected or filed with this department. Such concerns are as follows.

Indies Navigation Co., 12 Broadway, New York City.

W. H. MacLean, 25 Main Street, East, Rochester, N. Y.

Courtland E. Bullock Co., 615 Mutual Life Building, Buffalo, N. Y.

New York & Western Canal Line, Inc., 116 Broad St., New York City.

M. & J. Tracy, Inc., 1 Broadway, New York City.

Several hundred individually owned and operated barges of 300-ton capacity are also available for trade. Shippers may get in touch with the owners of such barges through the Seaboard Forwarding Company, 72 Pearl Street, Buffalo, N. Y., the Marine Forwarding Co., Chamber of Commerce Building, Buffalo, N. Y., or by application to the Bureau of Canal Traffic, Department of Public Works, Albany, N. Y.

Additional information as to rates, schedules, or other matters may be obtained by direct inquiry to carriers named herein or by communicating with this department.

By patronizing the canal and lake lines on joint through rates and service to Cleveland, Detroit, Duluth, St. Paul, Minneapolis and points in the Northwest reached via Duluth, it will be possible for our shippers to obtain substantial savings in transportation charges as compared with all rail rates.

RECEIPTS OF THE POST OFFICE

The receipts of the New York City Post Office last year reached a total of \$53,000,000.

STRONG PROTEST AGAINST ANTI-DUMPING TARIFF BILL

This Association Fights Provision Arbitrarily Limiting the Value of Depreciated Foreign Currency in Such a Manner as to Prevent Importations

In response to protests from scores of members of The Merchants' Association who are interested in importing, The Association is making vigorous objection to the exchange provisions of the Emergency Tariff bill.

Would Prevent Importations

The objectionable provision of the bill is contained in Title II, the Anti-Dumping Section of the bill. It provides that, for the purpose of levying tariff duties, no foreign currency shall be deemed to be depreciated more than two-thirds of its par value. The effect of this provision would be to increase the duties upon many classes of foreign products from countries where depreciation of the circulating medium has been extreme, to such an extent that importation would be impossible.

The complaints were referred to The Merchants' Association's Committee on Customs Service and Revenue Law, of which Mr. B. A. Levett is Chairman. This Committee prepared a report which was adopted at a special meeting of the Executive Committee of The Association last Friday.

Report of the Committee

This report reads as follows:

"At a meeting held on Tuesday, April 19, 1921, it was unanimously voted to recommend that The Merchants' Association oppose the enactment of H. R. 2435, commonly known as the Emergency Tariff Bill, in its present form. This bill is composed of two sections, Title I, which provides for certain changes in the amount of import duty assessed on a specified list of articles and Title II, the anti-dumping section of the bill. In accordance with the fixed policy of The Association, no consideration has been given and no recommendation is made by the Committee regarding the new duty rates in Title I, the objections of your Committee centering entirely in the anti-dumping provisions of the measure.

Objectionable Provisions Revived

"On the recommendation of the Foreign Trade Committee the Board of Directors at a meeting held on February 11, 1920, voted unanimously that The Merchants' Association of New York oppose the anti-dumping bill then be-

fore Congress. That bill failed of passage. Title II of the present emergency bill embodies the chief objectionable provisions of the former anti-dumping bill. Certain objectionable provisions have, however, been eliminated. For example, the present bill does not grant to the Secretary of the Treasury the drastic power provided in the former measure, under which he might, without appeal, determine the merchandise to which the penalty features of the bill would apply.

"As was true in connection with the former bill, the present measure is drafted to meet a condition which in the judgment of your Committee does not exist in that it is not believed that there is any widespread or contemplated dumping of foreign merchandise in the United States.

Would Prohibit Imports

"The last section of Title II of the present bill incorporates a wholly new provision in that it provides for the payment of import duties on the basis of the current value of the foreign money of invoice, a practice now in effect, except that no currency is, for duty purposes, ever to be considered as depreciated more than 66 2/3 per cent. At present the currencies of the following countries are depreciated more than 66 2/3 per cent, the percentage figures opposite the name of each country showing the increase necessary on today's value of the currency to bring it up to 66 2/3 per cent:

Brazil	30%
Italy	40%
Serbia	125%
Finland	200%
Roumania	300%
Portugal	300%
Germany	400%
Paraguay	540%
Austria	2200%
Hungary	1900%
Russia	3500%

"In all countries where currencies are depreciated, prices to foreign buyers take into account the extent of depreciation, i. e., they are proportionately increased.

Discriminates Against Americans

"This section of the bill, therefore, discriminates against all American merchants doing business with the above named countries. In fact, their import

duties will be so increased as to make business impossible.

"It is the recommendation of your Committee that The Association oppose the inclusion of Title II, in its present form, in the bill.

"It is the further recommendation of your Committee that if The Association decides to oppose this section of the bill, the Committee on Customs Service and Revenue Law be authorized to take whatever steps are deemed best to make this opposition effective."

Protest Made to Committee

The bill, with the objectionable provision, has already passed the House of Representatives and is now pending before the Finance Committee of the Senate. Mr. Levett went to Washington last Friday and appeared before the Committee in opposition to the clause in its present form.

PIG IRON PRODUCTION

Production of pig iron in the year just closed was about 36,500,000 tons, with the production of steel ingots a little over 40,000,000 tons, which, according to the production of 1919, shows a gain of about 20 per cent. Production in 1920 was light in comparison to capacity, yet it was much greater than in any past years except 1916, 1917 and 1918. In the year 1919 the production of pig iron was 31,015,364 tons, while that of steel ingots was 33,604,795 gross tons. A compilation of figures shows that the production of ingots in 1920 was one-third greater than in any year before the war. Capacity is now about one-half as much again as in 1914, or a little over 52,000,000 gross tons of steel ingots per annum.

OUTPUT OF CANADA MINES

The value of Canada's mineral production in 1920 is estimated at about \$200,000,000, compared with \$176,686,390 the year before, the Department of Mines announced today. The gold output was valued at \$16,000,000. Production of other minerals follows: Silver, 13,500,000 ounces; copper, 82,500,000 pounds; nickel, 61,500,000 pounds; lead, 35,000,000 pounds; zinc, 42,000,000 pounds; pig iron, 1,080,000 short tons; steel ingots and direct steel castings, 1,220,000 short tons.

PLATTSBURG CAMP OPENS IN AUGUST

**Major General Bullard Describes
the "Red Course" for the Train-
ing of Prospective Officers**

MANY APPLICATIONS RECEIVED

Prepared by Major General R. L.
BULLARD, U. S. A. for The
Merchants' Association

The Citizens' Military Training Camp for 1921, is the evolution of the Plattsburg idea of 1913-14-15. The Red Course will be conducted in the Second Corps Area at the site of the first citizens' training camp in the United States—Plattsburg, New York. It will be open on August 7 and continue for one month. The Second Corps Area includes the States of New York, New Jersey and Delaware. From each of these states there are being received numerous applications from young men of from sixteen to thirty-five to attend the camp.

Much Interest Shown

Judging from the number of applications on hand and the great interest shown by the young men of the Second Corps Area, there seems to be evidence that this year's camp will have a "waiting list." For this reason it is advised that all interested communicate with the nearest camp, post or station, or the Military Training Camps Association, 19 West Forty-fourth Street, New York, at the earliest practicable time in order to have the advantage of priority of application date.

The news has been generally disseminated that the Citizens' Military Training Camps are an important part of the preparation for the National Defense. The United States Government will pay all expenses incurred in the conduct of these camps. This includes all uniforms, equipment, board, quarters, medical and dental services and transportation with expenses en route.

A High Purpose

The high purpose of the "C. M. T. C." is "To bring together young men of all types, both native and foreign born; to develop closer national and social unity; to teach the privileges, duties and responsibilities of American Citizenship; to show the public, by actual example, that camp instruction of the kind contemplated will be to the liking of their sons; that it will develop them physi-

cally, mentally and morally; and will teach Americanism in its true sense."

Although the number of students, accepted in the 1921 camp, necessarily is contingent upon the amount of money appropriated for this specific work; it is anticipated that provision will be made to accommodate the majority, if, indeed, not all, of the applicants of the Second Corps Area. The quota of applicants for the State of New York is 905; for New Jersey, 275; and for Delaware, 20; a grand total of 1200 for the area. These figures were determined entirely from official census statistics of the populations of the several states. Candidates will be selected with strict impartiality according to the following briefly outlined plan: a. Quota by counties; b. Diversity of interests; schools, religions, occupations; c. Priority of applications; d. Men with no prior military training preferred.

A Patriotic Service

Youths throughout the Second Corps Area are evincing their interest in this opportunity to give to their country a month's time for which they seem keenly sensible to the fact that they will be rendered a valuable return in physical, mental and moral development. The young fellows of the Second Corps Area, I am gratified to state, are not hesitant in signifying their desire to take advantage of this splendid opportunity to enjoy a summer's vacation in a unique manner and at the government's expense. The fortunate ones will be fully advised concerning all details at the proper time.

In doing their enthusiastic "bit" in the Citizens Military Training Camps this summer, these young men will not only make it possible to establish a voluntary system of training, but they will keep awake the idea of a citizen reserve. These young men who volunteer for the Plattsburg Camp this year are rendering a meritorious service to their government. By becoming the student-guests of the government for a period of one month, these youths become enthusiastic factors of the military reserve plan and, therefore, important co-workers in the consummation of a titanic and worthy national responsibility.

AVERAGE STATE INCOME TAX

The average individual State income tax in 1919 was \$60.12.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

HE WOULD PREVENT MAIL CONGESTION

**Postmaster General Appeals to
Business Men to Mail Their
Letters When Ready**

WASHINGTON AS AN EXAMPLE

Postmaster General Will H. Hays has issued an appeal to the public in which he calls attention to the fact that about 700,000 letters and postal cards and 9,000 sacks of mail are dispatched daily from the Washington Post Office. About 100,000 letters and postal cards are mailed between 8 A. M. and 4 P. M. and nearly 600,000 between 4 P. M. and 7 P. M.

Asks for Frequent Mailings

The Postmaster General points out that this habit of mailing at the end of the day creates a peak which it is almost impossible to handle in an adequate manner. The Government has taken steps to cure the situation at Washington by frequent mailings during the day instead of holding the bulk until evening.

"If the public," Mr. Hayes says, "especially the large users of the mails, will follow the Government's lead in an earnest effort to cause frequent mailings, there will be the following certain consequent advantages:

- (a) Business would be expedited through an earlier dispatch, sometimes making a difference of one entire day in the delivery of the mail at destination.
- (b) Congestion of work in the post office at night is reduced, thereby lessening the possibility of delay.
- (c) Mailing during the morning and early afternoon clears the way for more expeditious handling and dispatch of the important evening mails.
- (d) Matter mailed early is dispatched on trains that are not heavily laden with mail, with consequent more efficient train handling.
- (e) Matter mailed early usually reaches the large business centers at a time when it can be readily distributed, and therefore is more likely to receive prompt delivery there.
- (f) Lastly, but by no means least important, the early mailing reduces the amount of night work at post offices, and thereby benefits postal employees and their families.

"The effort for a better mail service is entitled to this cooperation. Such cooperation will make an immediate improvement apparent. The aid of the public is most respectfully requested."

TAX RATE AND BUDGET

The new tax rate for New York City, the largest in its history, is based upon the budget of \$845,530,039, of which \$306,251,106 is for the support of the City Government, \$43,115,832 for the redemption of special revenue bonds, and \$1,680,000 for tax deficiencies.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"We Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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LEWIS E. PIERSON, First Vice-President.
JAMES GILBERT WHITE, Second Vice-Pres.
WILLIAM HAMLIN CHILDS, Third Vice-Pres.
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THE LEGISLATURE CANCELS THE PLEDGE GIVEN BY THE STATE TO PROTECT THE CROTON WATER SUPPLY

A bill authorizing the sale of the Mohansic State Reservation passed the Legislature in the closing days of the session. This action on the part of the Legislature annuls the agreement between the State and the City of New York under which, three years ago, the reservation was created; and it would practically nullify the work done by The Merchants' Association and by practically all the other commercial and civic organizations in the City, in the two years' fight against the location of State institutions in the watershed.

It is unnecessary to remind members of The Merchants' Association of this fight and its outcome. The State proposed to locate a great hospital for the insane and the New York State Training School for Boys, institutions which would house several thousand inmates, upon the shores of Mohansic Lake, which is tributary to the City's Croton water supply system. The Merchants' Association's Committee on Pollution and Sewerage, under the Chairmanship of Mr. Edward Hatch, Jr., attacked this proposal as dangerous to the health of the inhabitants of the City and therefore injurious to its welfare. A storm of protest went to Albany and finally a Legislative Committee, headed by a Westchester County Senator, was appointed to make a thorough investigation. The testimony placed before this Committee was so conclusive against the use of any part of the watershed as a site for State institutions that the Committee recommended the abandonment of the project and the conversion of the sites into a State reservation.

This plan was agreed to by The Merchants' Association and by the City of New York, both officially and unofficially, and it was supposed that the question had been settled.

The bill was put through the Legislature hurriedly, without opportunity for protest or hearing, and sent to the Governor during one of the final all-night sessions. As soon as The Merchants' As-

sociation learned of the existence of the bill it filed with the Governor a request that he veto it in case it should come before him, since it was then too late to make any protest to the Legislature.

It should be remembered that, while the State has spent a \$1,000,000 on this reservation, the City of New York contributed \$750,000 of it. The people of the City now ask that the reservation remain as a protection against pollution of the water supply which might easily cause an epidemic of contagious disease in the City. No interest is suffering because the reservation is there and none could possibly be injured by permitting it to remain.

DAYLIGHT SAVING GOES INTO EFFECT FOR THE SEASON OF 1921

Daylight Saving for the season of 1921 went into effect generally yesterday. The hands of clocks were set forward for one hour, thus appropriating an extra daylight hour which will be retained until the last Sunday in September, when the clocks are set back again to conform to standard time.

The eagerness shown by the cities and villages of New York State in adopting Daylight Saving ordinances under the bill which repealed the State Daylight Saving Law but conceded to localities the privilege of saving daylight for themselves, shows the widespread desire for Daylight Saving.

The Eastern Zone Daylight Saving Association, formed to promote the passage of a Federal law establishing Daylight Saving in the Eastern Time Zone, has practically perfected its organization and is now ready for action. The bill which it favors has been introduced in Congress by Representative Ackerman of New Jersey. The Association will make the strongest kind of a fight for the passage of this bill, which embodies the wish of a great majority of the people, especially those of the populous industrial centers of the Eastern States.

The fight for Daylight Saving is just beginning and it will end in victory.

Why not file "Greater New York"?

Daylight Saving Now in Effect Throughout East

Eastern Zone Association Perfects Its Organization to Work for the Passage of a Federal Law Covering the Great Industrial States—Centers of Populations Adopt Daylight Saving Ordinances in New York and Many Other States—A Bird's Eye View

The Eastern Zone Daylight Saving Association was organized at a meeting held in the Directors' Room of The Merchants' Association on April 15, by the election of the following officers:

President

Mr. Robert Garland, of Pittsburgh

Vice-Presidents

For Massachusetts—Mr. A. Lincoln Filene

For Connecticut—Mr. William E. Burnham

For New York—Mr. Fred C. Deming

For New Jersey—Mr. Warren C. King

For Pennsylvania—Mr. F. A. Robbins, Jr.,

For Delaware—Mr. Carlton T. Bridg-ham

For Maryland—Mr. A. S. Golds-borough

For West Virginia—Mr. George T. Watson

For Maine—Mr. Horace B. Crosby

For Vermont—Mr. William Barclay

For New Hampshire—Mr. Albert L. Clough

For Rhode Island—Mr. Luther D. Burlingame

Treasurer

Mr. Waldo H. Marshall

Secretary

Mr. John R. Young

Directors Appointed

The following Directors of the Association have been appointed:

Maine

Mr. Horace B. Crosby, Portland

Mr. Stuart B. Copeland, Vice-President of the Eastern Manufacturing Company, Bangor

Vermont

Mr. William Barclay, Barre

New Hampshire

Mr. Alfred D. Farbox, Laconia

Mr. Albert L. Clough, Manchester

Massachusetts

Mr. A. Lincoln Filene, Boston

Mr. Samuel B. Woodward, President of the Chamber of Commerce, Worcester

Mr. Arthur Lee, Personnel Manager, Springfield

Rhode Island

Mr. Luther D. Burlingame, Brown and

The Ackerman Bill

67th CONGRESS,
1st Session.

H. R. 31.

IN THE HOUSE OF REPRESENTATIVES.

April 11, 1921.

Mr. Ackerman introduced the following bill: which was referred to the Committee on Interstate and Foreign Commerce and ordered to be printed

A BILL

To save daylight in the first zone so as to encourage the establishment of home gardening, and for other purposes.

Be it enacted by the Senate and House of representatives of the United States of America in Congress assembled, That within the first zone as established by the Act entitled "An Act to save daylight and to provide standard time for the United States," approved March 19, 1918, as amended by the Act of August 20, 1919, the standard time shall be advanced one hour at two o'clock antemeridian of the last Sunday in April of each year, and at two o'clock antemeridian of the last Sunday in September of each year the standard time of said zone shall be retarded to the extent of one hour, namely, to the mean astronomical time of the degree of longitude governing said zone, so that between the last Sunday in April at two o'clock antemeridian to the last Sunday in September at two o'clock antemeridian in each year the standard time in said zone shall be one hour in advance of the mean astronomical time of the degree of longitude governing said zone.

Sharpe Manufacturing Company, Providence

Mr. S. Willard Thayer, Lebanon Mill Company, Pawtucket

Mr. Henry A. Barker, Rhode Island Electric Protective Company, Providence

Connecticut

Mr. Harrison B. Freeman, Hartford

Mr. William E. Burnham, Bridgeport

Mr. Waldo E. Clarke, New London

New York

Mr. Waldo H. Marshall, Director of The Merchants' Association, New York City

Mr. Fred C. Deming, Carnegie Steel Company, Buffalo

Mr. E. P. Miller, Albany

New Jersey

Mr. Warren C. King, President of the Manufacturers' Council of the State of New Jersey, Newark

Mr. Willard C. Stanton, Manager of the Jersey City Chamber of Commerce, Jersey City

Mr. E. W. Wollmuth, Secretary of the Chamber of Commerce, Newark

Pennsylvania

Mr. N. B. Kelly, General Secretary, Philadelphia Chamber of Commerce

Mr. Robert Garland, Garland Manufacturing Company, Pittsburgh

Mr. F. A. Robbins, Jr., General Manager of the Bethlehem Steel Company, Steelton

Delaware

Mr. Carlton T. Bridgman, New Castle Leather Company, Inc., Wilmington

Mr. James E. Stein, Wilmington

Mr. Alexander R. Abrahams, E. I. duPont de Nemours and Company, Wilmington

Maryland

Mr. A. S. Goldsborough, Merchants and Manufacturers' Association, Baltimore

Mr. W. B. Cassell, Baltimore

West Virginia

Mr. A. F. Kingdon, Bluefield

Mr. George T. Watson, President of the Chamber of Commerce, Fairmont.

The Secretary reported that no Directors had been as yet selected from the following states: Virginia, North Carolina, South Carolina, Georgia, Florida, District of Columbia.

Vice-Presidents to Lead

It was agreed that each of the Vice-Presidents should be asked to undertake local campaigns in behalf of Daylight Saving, operating through the commercial and trade organizations in their respective States.

The President, the Vice-President from Massachusetts, the Secretary and Treasurer, were constituted a Plan and Scope Committee with power to formulate a program of activities. This Committee will also serve as a Finance Committee.

The Financial Plan

In order to meet the expense of the approaching campaign for the establishment of five month's Daylight Saving in the Eastern Time Zone, from the last Sunday in April to the last Sunday in September, all commercial and trade organizations in the Zone will be urged to become members of the Association. The membership fee will range from \$25

MANY CITIES ARE CLINGING TO DAYLIGHT SAVING

to \$100 a year, it being understood that each organization will decide the amount of fee which it shall pay. It is expected that the larger the association the larger will be the fee. The dues of individuals will be \$5 a year and those of firms and corporations \$25 a year.

Representative Ackerman Notified

Representative Ackerman was notified in the following letter from Mr. John R. Young, Secretary, of the organization of the Eastern Zone Daylight Saving Association:

"I have the honor to direct your attention to the formation of The Eastern Zone Daylight Saving Association, a copy of the constitution of which, together with a copy of the minutes of a meeting held on April 15, will be found enclosed.

"As you will note from the latter, your bill providing for Daylight Saving on a five months' basis in Time Zone No. 1 was brought to the attention of the Board of Directors, in consequence of which I am instructed to write you and ask what we may do to further the success of your measure. Your advice in the premises are awaited with much interest.

"We are about to bring your bill to the attention of the members of The Eastern Zone Daylight Saving Association and we also will ask for its endorsement by the commercial and trade organizations throughout the entire territory of the Zone."

In New York

Centers of Population Generally Have Adopted Daylight Saving

Throughout the State of New York, clocks in the great majority of cities and villages were set forward for one hour yesterday. They will be turned back on the last Sunday in September.

Action Taken in Centers of Population

The list of New York State cities and villages which have adopted Daylight Saving ordinances under the new State law permitting localities to act includes the following:

Albany
Amityville
Amsterdam
Babylon
Briarcliff

Buffalo
Cohoes
Cortland
Floral Park
Geneva
Glen Cove
Glens Falls
Gloversville
Green Island
Hudson
Ilion
Kingston
Lackawanna
Lawrence
Little Falls
Lockport
Mechanicville
Middletown
Mt. Vernon
Newburgh
New Rochelle
New York
Niagara Falls
North Tonawanda
Ossining
Oswego
Patchogue
Peekskill
Plattsburg
Port Chester
Port Jervis
Poughkeepsie
Rensselaer
Sag Harbor
Saratoga Springs
Schenectady
South Nyack
Syracuse
Tonawanda
Troy
Utica
Watertown
Watervliet
White Plains
Yonkers

In the City of Oneida the Common Council has adopted a resolution requesting the people to begin work one hour earlier instead of changing the clocks.

The Board of Aldermen of the city of Rochester will vote upon a Daylight Saving ordinance tomorrow.

Courts, Banks and Schools

The Appellate Division of the Supreme Court holds that the New York State Optional Daylight Saving Law has amended other laws so that the courts and the banks may observe Daylight Saving time in New York City and in localities which have voted in favor of Daylight Saving. In this City the courts

and banks will open one hour earlier.

Daylight Saving will begin today in the schools of New York City.

A newspaper poll taken in Utica by the Chamber of Commerce of that city in forty industrial establishments gives 10,986 in favor of Daylight Saving and 850 opposed.

In New Jersey

Cities and Towns Insist Upon Extra Daylight Hour

Although the New Jersey State Daylight Saving bill was smothered in the Legislature, most of the cities and towns will have Daylight Saving this summer under local ordinances.

Among the centers of population which have adopted Daylight Saving are the following:

Asbury Park
Bayonne
Clifton
Elizabeth
Garfield
Glen Ridge
Hackensack
Hoboken
Jamesburg
Jersey City
Newark
Passaic
Paterson
Rahway
Trenton

Practically all the municipalities in the vicinity of New York City have adopted Daylight Saving.

In Other States

Daylight Saving Is General in East Despite Legislation

The larger cities throughout the Eastern States have adopted Daylight Saving.

The New England States

In Massachusetts, a State law provides for saving daylight for the five summer months.

New Hampshire passed a law directing that standard time be observed by the railroads. As the action of Massachusetts makes it necessary for the roads with terminals in Boston to run on Daylight Saving time, the law in New Hampshire will be obviated by ad-

DAYLIGHT SAVING IN THE EAST AND WEST

vancing the railroad schedules one hour. The city of Nashua and other centers have officially adopted resolutions in favor of Daylight Saving.

The city of Portland, Maine, has adopted Daylight Saving from May 1 to October 2. Rockland, Maine, has also adopted the Daylight Saving plan.

Although there is no State law in Rhode Island, Providence, Westerly, Warwick, Pawtucket, Woonsocket, and practically all the other cities and towns in the State have adopted Daylight Saving.

In Connecticut, where the State law forbids Daylight Saving, the industrial centers, such as Bristol, New Britain, New London, will observe Daylight Saving by unanimous consent.

Pennsylvania and Ohio

Pennsylvania failed to pass a State-wide Daylight Saving Law. In Pittsburgh, Bethlehem and other towns, Daylight Saving will be observed.

In Ohio, although there is no State law, Cincinnati, Dayton, Columbus, Toledo, Marion, Hamlet, and many other places, will observe Daylight Saving.

Governor Grosbeck of Michigan has issued a proclamation urging Daylight Saving in that State, and his request is being generally observed. Detroit, Grand Rapids, Kalamazoo, Ann Arbor, and a large number of other centers, are on Daylight Saving schedules.

Referenda for Daylight

Chicago has adopted Daylight Saving as the result of a referendum. As the vote was in favor of seven months, the clocks have already been advanced in that city. Many of the suburbs of Chicago have followed its example.

In Wisconsin, Milwaukee, by referendum, has adopted the five months' Daylight Saving plan. The city of Madison has also adopted Daylight Saving.

For Daylight Saving

The Merchants' Association has received the following letter from Mr. Leo Tiefenthaler, Civic Secretary of The City Club of Milwaukee:

"You will be interested to know that at the election in Milwaukee on April 5 the Daylight Saving measure was adopted.

"According to our referendum law it will be effective for two years and cannot be amended or repealed during that time except by a referendum vote.

"The Daylight Saving ordinance

covers a period of five months from the last Sunday in April to the last Sunday in September."

The Pennsylvania, New Jersey and Delaware Wholesale Grocers' Association, in convention at Atlantic City, adopted a resolution in favor of uniform Daylight Saving in eastern territory.

The sentiment is being tested in Minnesota by referendum in Minneapolis and St. Paul. There are no State laws on the subject.

In Kentucky, a Daylight Saving ordinance is pending before the Board of Aldermen of Louisville, with excellent prospects of its being passed.

Although strong sentiment was shown in favor of Daylight Saving in St. Louis, and a campaign has been conducted in that city similar to the campaign made by The Merchants' Association in New York City, the Board of Aldermen refused to pass a Daylight Saving ordinance.

Little Sentiment Beyond Mississippi

There is comparatively little sentiment for Daylight Saving beyond the Mississippi River, although a campaign is being carried on by petition in Denver in favor of the Daylight Saving ordinance in that city. The vote is overwhelmingly for its continuance.

Daylight Saving ordinances are being generally adopted in the Canadian centers of population.

In Delaware, Wilmington is retaining the Daylight Saving ordinances which it passed last year. This made Daylight Saving effective yesterday.

Florida is operating on standard time.

Georgia has three different times, and there is great confusion in that State as a result. Only a year ago, Central Time was used by the State. Then a State Time Law was passed which provided for turning the clocks ahead one hour in all towns where Central Time was used. Macon and the surrounding district has been included in the Eastern Time Zone. As the State is largely agricultural, Daylight Saving is not popular.

ELEVEN PER CENT IN PARKS

The Borough of Manhattan, with an area of 13,226 acres, has 1,492 acres, or 11 per cent of its area, devoted to its public parks or playgrounds. Their total valuation as estimated from the assessment rolls of adjacent property as shown by the land value maps of the borough prepared by the Department of Taxes and Assessments is about \$335,000,000.

ANTI-LITTER WORK DURING MARCH

Block Captains Show Activity in Keeping Streets and Public Places Free from Litter

INTERESTING MEETINGS HELD

The Anti-Litter Bureau of The Merchants' Association reports that during the month of March it received 665 reports from Block Captains, and appointed 647 new Captains.

Complaints Attended To

The Captains sent in 198 complaints during the month of violations of City ordinances and these were forwarded to the proper City officials. They included complaints of leaking hydrants, failure to collect ashes and garbage, overfilled ash cans, uncovered garbage cans, the mixing of ashes and garbage, dead animals in the streets, the littering of vacant lots, electric lights out of order, and repairs to sidewalks.

Three meetings of Block Captains were held during the month at which the Block Captains from down-town inspection districts were present. The Manager of the Bureau delivered a lecture illustrated by lantern slides at each of these meetings. The first of the meetings was addressed by Health Commissioner Royal S. Copeland.

Commended by Commissioner Leo

Street Cleaning Commissioner Leo wrote a letter to the second meeting in which he said:

"It is highly gratifying to know that the youth of our City take a pride in its development and welfare, and are willing to give up their time and energy for the general good. It speaks well for the future of the City, and any public official who is keenly interested in his work, will certainly feel spurred on to renewed effort by such work, as you are doing."

Addresses by Officials

Inspector Rawley from the Department of Public Works attended this meeting and made a brief address.

Police Inspector Underhill made an address at the third meeting in which he commended the work that the Block Captains are doing.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

GIVES SILVER CUP FOR STATE FAIR

**This Association Will Present a
Cup to Winner of Great
Race at State Fair**

SHOWS INTEREST IN OBJECTS

The Merchants' Association will present a silver cup to be awarded to the winner of the Empire State 2:12 trotting race, which is scheduled to take place on the Fair Grounds on September 13.

The Eighty-first Annual State Fair will open in Syracuse on September 12 and will continue until September 17. The invitation to present the cup came from the management of the Fair, which has always been eager to bring about close cooperation on the part of commercial organizations throughout the State.

Shows Interest in Fair

In announcing the decision of the Directors, Mr. S. C. Mead, Secretary of The Merchants' Association, wrote to the Fair authorities as follows:

"Further referring to your letter received March 19, I take pleasure in advising you that by action on the part of the Board of Directors, The Merchants' Association of New York takes pleasure in offering a silver cup to the winner of the Empire State 2:12 trot which will take place at the State Fair Meeting on Tuesday, September 13, 1921.

"In presenting this cup The Association does so as evidence of the interest on the part of the business men of New York City in the agricultural, horticultural and stock raising industries of the State and presents the cup for this particular event as perhaps the most popular incident at the State Fair Meetings."

Has Helped Before

The management of the State Fair entertains a friendly feeling for The Merchants' Association because it was instrumental on one occasion in raising the money necessary to permit the Fair to be held.

The Empire State 2:12 trot is the annual important racing event at the Fair. It carries a purse of \$10,000. These trotting races are intended to improve the breed of horses and betting upon the results is not permitted.

The matter of presenting the cup first came before the Executive Committee

of The Merchants' Association, which referred it to the Board of Directors with a favorable recommendation. In adopting this recommendation the Directors intended to demonstrate the interest of The Merchants' Association in the general objects of the Fair, especially in connection with the promotion of agriculture, cattle breeding, and the like.

Fair Authorities Pleased

In response to this letter a reply was received from Mr. G. L. Blodgett, Race Secretary of the Fair, in which he said:

"Your letter of April 15, just received. I do not seem to find words that will express my feelings adequately for the action taken by you and your associates in The Merchants' Association, in offering a silver cup to go to the winner of the Empire State 2:12 class-\$10,000 trot.

"A copy of your letter has been mailed to each member of the New York State Fair Commission. Their next meeting is scheduled for April 26, at which time action will be taken on the very generous offer we have received from you, a vote of thanks and all that, forwarded to you."

THE 1920 CROPS

The 1920 crops of the United States, notwithstanding their greater volume, returned to the producer about 35 per cent less than was secured in 1919 under the Department's method of using the December 1 prices as the basis of compilation. The Department of Agriculture's compilation covering this phase of the year's outcome places the money yield from 350,870,409 acres (covering the crops already referred to and beans, sugar beets, peanuts and a number of products of lesser importance) \$9,165,348,000, against \$14,081,391,000 in 1919, about \$12,000,000,000 in 1918, some 11½ billions in 1917, and 7½ billions in 1916.

FAILURES INCREASE

From 3,498 failures for \$128,544,334 in the final quarter of 1920, the defaults in the three months just ended increased to a total of 4,870, involving \$178,589,989 of indebtedness. These figures, which are exclusive of banking and other fiduciary suspensions, make a striking contrast with the only 1,627 insolvencies for \$29,702,499 reported to R. G. Dunn & Co. during the first quarter of last year, when the commercial death rate was at an abnormally low level.

FIVE MILLIONS OF CHINESE NEED AID

**America Must Save Them or
They Will Perish Before the
New Harvest**

FAMINE COMMITTEE APPEALS

Appealing to America to make effective its work already done for China's famine victims, by feeding until the harvest those already saved from death, the American Committee for China Famine Fund, in a statement issued by Mr. Thomas W. Lamont, its Chairman, announces that the relief work has now reached the half-way mark, and that 5,000,000 destitute must be carried through to late June on funds still to be raised in this country

"China Famine Week"

Because of the urgent and immediate need of these millions of starving men, women and children, the Committee is entering upon its most intensive fund raising effort. It has designated the eight days from May 1 to May 8 inclusive as "China Famine Week," and leading up to that special period of appeal, his Excellency Alfred Sao-ke Sze, Chinese Minister to the United States, and Dr. Sherwood Eddy, former Secretary for Asia of the International Committee of Y. M. C. A., will visit a number of the leading cities of the country on a speaking tour to present expert information regarding the famine.

Halfway Stage Reached

"Quick response to the appeal of the American Committee for China Famine Fund," says Mr. Lamont, "gives us at the half-way point in our work the cheering assurance that the subscriptions from generous America already have served a great humanitarian purpose, inasmuch as relief already administered has held the famine in bounds.

"Whereas early estimates made it seem that millions must perish, we now are advised that instead of the 15,000,000 who it was feared, were doomed to death from hunger, relief at present in sight from all sources, is sufficient to provide scanty rations until the June harvest for all except 5,000,000 people. These last 5,000,000 are destitute, according to our latest reports from the American Advisory Committee in Peking, and are dependent for existence upon new help coming from outside sources, and this means America."

PROGRAM FOR NINTH MEETING OF NATIONAL CHAMBER

Topics of Great Importance Will Be Discussed at the Convention of Business Men Which Will Begin on Wednesday in Atlantic City—This Association's Delegates

The Ninth Annual Meeting of the Chamber of Commerce of the United States will be held in Atlantic City on April 27-29. The keynote will be "More Business Methods In Government; Less Government Management of Business."

This Association's Delegates

The Merchants' Association will be represented in the meeting of the National Chamber by the following delegates:

Mr. William Fellowes Morgan, President of The Merchants' Association and President of the Brooklyn Bridge Freezing and Cold Storage Company.

Mr. James Gilbert White, Vice-President of The Merchants' Association and President of J. G. White and Company, Incorporated.

Mr. J. Louis Schaefer, Vice-President and Treasurer of W. R. Grace and Company.

Mr. Waldo H. Marshall, of T. A. Gillespie Company.

Mr. William C. Breed, of Breed, Abbott and Morgan.

Mr. Lincoln Cromwell, of William Iselin and Company.

Mr. Henry Ives Cobb,

Mr. Edward Hatch, Jr.,

Mr. John McHugh, Vice-President of the Mechanics and Metals National Bank.

Mr. S. C. Mead, Secretary of The Merchants Association, National Councilor of the Chamber of Commerce of the United States.

Topics of Discussion

The headings and topics of discussion have been outlined as follows:

Government and Business

The Government's Fiscal Policy
Reorganization of Government Operation

Taxation

Tariff Policy

International Relations

Railroads

Financial Condition in Relation to Plans for Consolidation

Shippers Part in Rate Making

Shipping

Sale of Government Owned Ships
How can the Shipping Board be Constituted to Function Efficiently

Differential in Cost of Operation under Various Flags

Natural Resources

The Government's Relation to Natural Resources

Lumber—Coal—Oil

Insurance

Government and Insurance

Private Initiative versus State Monopoly

Insurance as a Credit Factor

Foreign Commerce

Trade Relations between Canada and the United States

National Foreign Trade Conventions

The Manufacturer's Interest in Foreign Trade Work

The Relation of Banks, Railroads and Express Companies to Foreign Trade

Finance

Foreign Financing

Production in Industry

The Relation of Wages to Production and Sales

Overhead or Burden in Cost—Its Proper Treatment in Stabilizing Prices
Production Statistics—A great Need in Industry

Distribution

What is Likely to Happen in the Period of Decline

Better Marketing by Produce Exchanges and Boards of Trade

Methods of Merchandising to Meet Conditions of Market Readjustment

Education

The Schools and Social Unrest

The Public Schools and Citizenship

The School and the Home—the Immigrant Family

Organization Activities in Relation to Government

The International Chamber of Commerce

Legitimate Activities of Trade Organizations

Foreign Trade Work of Organizations

Mr. Morgan Will Preside

Mr. William Fellowes Morgan, President of The Merchants' Association, will preside over a group meeting on Wednesday for the discussion of United States shipping.

Mr. N. Sumner Myrick, Vice-Chairman

and Counsel of the National Chamber's Committee on Ocean Transportation, will act as Secretary of this meeting.

Mr. Marius de Brabant, President of the Los Angeles Pacific Navigation Company, will discuss the sale of the Government-owned ships: "How may such sale be effected, particularly with reference to prevailing conditions?"

Mr. Charles F. Dutch, President, former Admiralty Counsel of the United States Shipping Board, will speak on "The Shipping Board, What Should Be Its Future?"

Mr. Winthrop L. Marvin, New York, Vice-President and General Manager of the American Steamship Owners' Association, will discuss "The relative cost of ship operation among maritime nations, its effect upon the American Merchant Marine, and the measures necessary to offset any disadvantages that may exist."

LEGISLATIVE SERVICE

March Report of Bureau Shows Valuable Aid Given to Inquiring Members

The March Report of the Legislative Service Bureau of The Merchants' Association shows that during the month the Bureau responded to 123 requests for information, which included Federal legislation, State legislation, and City ordinances, as well as miscellaneous subjects such as the report of the New York-New Jersey Bridge and Tunnel Commission, the report of the Board of Water Supply on the construction of the Catskill Water System, the housing situation, the Cuban moratorium, and the like.

The Bureau notes that during March 1066 bills were introduced in the State Legislature. All of these were reviewed by the Bureau and abstracts of sixty-seven of them were prepared for publication in "Greater New York."

SAVINGS DEPOSITORS INCREASE

The number of savings bank depositors in New York State reached 3,817,926 last year, an increase of 159,000 over the previous year.

NEW MEMBERS ARE ADDED TO LIST

**Important Houses Join the Ranks
of The Merchants' Association
for Welfare of City**

LAWYERS SEEKING ADMISSION

The following individuals, firms and corporations were elected members of The Merchants' Association by the Executive Committee last Friday:

Barry, Wainwright, Thacher and Symmers, Mr. Archibald G. Thacher, 59 Wall Street—Lawyers.

Barash, Mr. P. J., 27 West Twentieth Street—Manufacturer of Skirts.

Bollettino della Sera, Incorporated, Mr. Vincent Giordano, President, 178 Worth Street—Newspaper.

Carter, Ledyard and Milburn, Mr. John G. Milburn, 54 Wall Street—Lawyers.

Farwell, John V., Company of New York, Incorporated, Mr. Albert D. Farwell, President and Treasurer, 43 White Street—Importers, Converters and Wholesalers of Dry Goods.

Florsheim, Mr. Harry, 101 Fifth Avenue—Manufacturer of Ladies' Neckwear.

Haddorff Piano Company, The, Mr. O. W. Williams, General Representative, 130 West Forty-second Street—Manufacturers and Exporters of Pianos and Players.

Hardinge Company, Mr. Harlowe Hardinge, Vice-President, 120 Broadway—Machinery (Crushing, Grinding, Pulverizing.)

Harlem Storage Warehouse Company, Mr. Walter C. Gilbert, President, 211 East 100th Street—Storage, Packing and Removal of Household Goods.

Harrison, Elliott and Byrd, Mr. William Byrd, 59 Wall Street—Lawyers.

Hickey, M. F., Company, Mr. M. F. Hickey, President, 83 Ninth Street, Brooklyn—Sand, Gravel, Cement, Grit and Broken Stone.

Kohlberg, Mr. Alfred, 200 Fifth Avenue—Importer of Chinese Silks, Laces and Rugs.

Latham Litho and Printing Company, Mr. Edward Wenning, Secretary, Bush Terminal, Brooklyn—Lithographing.

New York Galleries, Mr. Maxwell S. Mannes, 417-421 Madison Avenue—Furniture, Decoration, Antiquities.

Noble, Morgan and Scammell, Mr. Herbert Noble, 115 Broadway—Lawyers.

Values Year Book

**ROBERT W. HUNT & CO.,
ENGINEERS.**

*S. C. Mead, Esq.,
Secy., Merchants' Assn. of New York.*

Dear Sir:—Many genuine thanks for the Year Book. It is a credit to your Association and brimful of valuable up-to-date data.

Even a cursory glance convinces us that we will derive a broad and lasting satisfaction from its diversified minutes since it contains many items of valuable information and direction also for our publicity department and now as a final word, let us yield up the heartiest of congratulations for the splendid work you have achieved and may the flag of your efficiency so proudly unfurled continue to preside over your commanding program!

We are also much indebted for your weekly editions of "Greater New York;" and thanking you for the live matter they contain and the many interesting directions to which they guide, believe us,

Admiringly,

**ROBERT W. HUNT & CO.,
Ino. J. Cons.**

Philipp Brothers, Incorporated, Mr. S. Bendheim, President, 29 Broadway—Metals, Ores and Chemicals.

Reinberg and Greenberg, Mr. E. Reinberg, 72 Fifth Avenue—Men's and Young Men's Clothing.

Smith, Mr. Carroll Dunham, Homeopathic Pharmacal Company, Mr. Carroll Dunham Smith, President, 323 East Thirty-fourth Street—Manufacturing Pharmacists.

Utica Knitting Company, Mr. John W. Allis, Vice-President, 350 Broadway—Manufacturers of Knit Underwear.

Warner Manufacturing Company, Mr. E. M. Loftus, 23 East Twenty-second Street—Art Needlework.

Worthen, Trott and Sullivan, 200 Produce Exchange—Export Commission.

FIRES COST \$1,000,000 A DAY

Property losses from fires in the United States during recent years have averaged nearly \$1,000,000 a day.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

DUPLICATION OF CHARITABLE WORK

**Suggestions to Be Considered
When New Organizations Are
Under Consideration**

NEED SHOULD BE UNDOUBTED

**Prepared by the Bureau of Advice and
Information of the Charity Organi-
zation Society**

Public support for new and untired charitable projects is discussed in a report by a special committee on Jewish Charitable Problems of Brooklyn made to the Brooklyn Federation of Jewish Charities.

Duplication of Work

The study is concerned particularly with consideration of new projects which involve a duplication of the work of existing agencies. Its conclusions which apply to the whole field of charity solicitation are, in part, as follows:

"We believe that no new charitable organization should be started that intends to ask for public support, unless the need for such organization is first thoroughly investigated and is found worthy. The public should be given knowledge of the fact whenever any society will not subject itself to such investigation. Where a duplication of work is projected or where an existing organization has room or facilities for handling a particular situation for the entire community, then a new organization should be discouraged. In like manner, if sufficient facilities exist in either Brooklyn or Manhattan or any other Borough for caring for the needs of the entire City, duplication of the work by any other Borough should be discouraged and rather an effort made to strengthen the existing organization to care for the needs of all. If dissatisfaction exists with the management of any existing institution supported by the public generally, it is easy enough for subscribers or members to change that management. Opposition to or criticism of existing management is not a sufficient basis for the organization of a new society. . . ."

"Only by preventing the establishment of new organizations whose proposed work will duplicate that of existing agencies and by centralizing every effort to strengthen the latter, can the existing societies, which have been built up over a long period of years with so much loving care and attention bestowed upon them continue to do successful and efficient work. If the contributions so generously made by a gracious public are distributed among too many endeavors of the same kind, it will prevent that thoroughly and efficient work which is the pride and reputation of Jewish organizations generally. . . ."

INCOMES MOSTLY SMALL

More than two-thirds of the New York State income taxpayers last year had incomes of between \$1,000 and \$3,000 in 1919.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MAY 2, 1921

No. 18

Join in Asking for Veto of the Mohansic Bill

Commercial and Civic Organizations of New York City Urge Governor Miller not to Sign the Bill Wiping out the Reservation in the Croton Watershed Which Guards the Water Supply from Pollution and Protects the Health of the People of the City

The commercial and civic organizations of New York City are joining in protest to Governor Miller against the bill passed by the recent Legislature, which would permit the State Board of Comptrollers to sell, without restriction, the Mohansic State Park.

City Club Opposes

The City Club of New York has written to the Governor in opposition to the bill.

The Maritime Association of the Port of New York, by Mr. Walter F. Firth, its Secretary, has sent the following telegram to the Governor:

"The Maritime Association of the Port of New York strongly urges that you disapprove Senate Bill Int. 1150, Print 1790. We consider that this bill by authorizing the sale of the lands and buildings now comprising the Mohansic Lake Reservation without any restriction as to the uses to which they may be put creates a constant menace to the lives and health of the six million inhabitants of New York City by endangering the purity of its water supply. A previous Legislative Commission held that large public institutions, particularly those devoted to curative and penal purposes, should not be located upon the sources of water supply for any considerable population and we strongly urge that you veto the bill above referred to so that it will be impossible for any institutions of this character to

be so located as to pollute the City's water supply."

Italian Chamber Protests

The Italian Chamber of Commerce in New York has written to the Governor, as follows:

"The Italian Chamber of Commerce in New York begs to appeal to you in order to veto the Senate Bill Int. 1150, Print 1790, authorizing the sale of the lands and buildings now comprising the Mohansic Lake Reservation without any restriction whatever as to the uses to which they may be put.

"The lands and buildings may, therefore, be acquired by any one of several large semi-public institutions devoted to curative or correctional purposes which have hitherto sought locations upon the sources of the City's water supply. If the pending bill becomes law the constant menace to the lives and health of 6,000,000 people in the City of New York will be created.

"We trust, therefore, that Your Excellency will veto the above bill and we beg to offer our hearty thanks in advance."

Fifth Avenue Association Objects

The Fifth Avenue Association wired to Governor Miller on April 26 protesting against the bill for the sale of the reservation.

The telegram sent to the Governor by the Fifth Avenue Association was as follows:

"The Fifth Avenue Association representing 1,300 members respectfully urges you to veto Senate Bill Introductory 1,150, Print 1790, which would greatly endanger the purity of the water supply of the City of New York and would become a menace to the lives and health of the six million people who live in the city."

Other Organizations

The Advertising Club could not take action as a Club but it has notified its individual members of the danger that threatens the health of New York City as a result of the passage of the bill.

The Thirty-fourth Street Board of Trade has the matter on its docket and will take prompt action.

The Board of Trade and Transportation will probably take action early this week.

The Produce Exchange will consider the matter at a meeting to be held next Thursday.

The Central Mercantile Association has written to the Governor asking him to veto the bill.

The Real Estate Board of New York protested against the original bill and has not changed its position.

Commissioner Nicholas J. Hayes, of the City's Department of Water Supply, Gas and Electricity, has written to Mayor Hylan explaining the situation and telling the Mayor that the bill ought to be vetoed.

Campaign for Passport Office Here Is Renewed

Department of State Endorses the Stand of The Merchants' Association against the "Economy" that Would Hamper Free Intercourse Between the United States and Foreign Countries and Thus Increase the Difficulty of Obtaining a Proportionate Share of Trade

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The Merchants' Association is renewing its efforts to bring about the retention of the Passport Office in New York City. This office has been in operation for a number of years and has proved to be a real asset to the overseas business of the entire United States. The Office was established to facilitate the travel of all American citizens, particularly those having urgent reasons for prompt departure from the United States.

Congress Refused Appropriation

The failure of Congress to include an appropriation for the continuation of the Office in New York will close its doors on June 30 unless there is favorable action by the present session of Congress.

The alternative suggested if the New York office is eliminated, is to have the clerks of certain courts authorized to accept passport applications, which are automatically forwarded to Washington for consideration and action. This procedure is wholly unsatisfactory in that the clerks of courts having many other duties, do not become passport experts, so that defective applications are inevitably forwarded in considerable numbers to the Department of State, with resulting annoyance of correspondence or personal visits to Washington in order to straighten matters out. The clerks in the New York Passport Office, because of their intimate knowledge and training, render a specialized and adequate service to the great convenience of the traveling public.

One Fifth of All Applications Filed Here

The volume of work handled by the New York Office is indicated by the fact that practically one-fifth of the passport applications executed in the United States are filed in New York. During the fiscal year ending June 30, 1920, more than 41,000 applications were received by the passport bureau in New York City. This provided an income of more than \$41,000 which was received by the Federal Government, most of which, if the New York Office had not been established, would have been

lost to the Federal Government, the \$1 fee being retained by clerks of State courts when they receive applications. The total expenditure for the maintenance of the New York office during the year ending June 30, 1920, was \$20,820. In other words, this office not only paid for itself but turned over a revenue of approximately \$20,000 to the Federal Government. It is, of course, understood that this \$1 charge is independent of the \$9 fee which is assessed if a passport is actually issued.

The fact that our Government has discontinued the requirement that American citizens must have passports to enter or leave the United States has no bearing whatever on the retention of the New York office since all foreign governments continue to require travelers entering or passing through their territory to present credentials, in the nature of passports in order to prove character and citizenship. It is, therefore, just as necessary for American travelers to have passports as was true in the past.

Why Courts Should Not Serve

The services rendered by the New York passport office which would be lacking if the work is attempted by clerks of courts, are as follows:

(a) The service would be scattered and amateurish. Clerks of courts have many other duties to perform and the filling out of passport applications is of secondary importance to them. This results in many incorrect and improper applications. The courts are located in different sections of the City, thereby often causing confusion.

(b) The New York Passport Office has been permitted under special circumstances to issue what is known as "special series" passports on telephonic or telegraphic authorization from the department of State in Washington. This service is of inestimable value in connection with many business trips which must be suddenly undertaken. Clerks could not do this.

(c) Clerks of courts could never be permitted to amend passports, even though in so doing the New York office is governed to a great extent by definite regulations.

(d) Many passports are extended

and this process of extending the period of validity is performed by the New York passport office under close supervision and directions from the Dept. of State.

(e) The maintenance of a centralized office in the Customs House in New York, to which all travelers can turn as a source of concrete and correct information regarding all passport matters is of inestimable value to the traveling public. The abolition of such an office would necessitate a large number of trips to Washington, and many telegrams and long distance telephone calls on the part of the traveling public.

A Source of Revenue

The fact that the New York office is actually a source of revenue, which would otherwise be lost, instead of a source of expense, would seem to remove the last possible objection to the continuation of the office in this City.

The Department of State realizes all of these facts, and both the previous and the present Secretary of State are on record in favor of the continuation of the New York office.

It is hoped that all firms interested in the facilities for foreign travel, and who believe in the continuation of the New York office, will promptly express their opinions to Congress in connection with this important matter, urging the retention of a sufficient amount for this purpose in the Efficiency Appropriation bill.

EXCEEDS ALL OTHER PORTS

As far back as 1850, 49 per cent of the total foreign trade of the United States passed through the Port of New York, and almost the same proportion holds good today. In 1919 imports into and exports from New York reached the staggering sum of \$5,738,890,046, or 45.57 per cent of the country's total foreign trade for that year, which attained the unparalleled figure of \$12,597,941,285. The value of the Port's outgoing trade was greater than the worth of the exports of the entire continents of Asia, Africa and Australia, while its incoming trade exceeded that of South America, Africa and Australia combined. No other port in the world approaches this record.

"SWAT-THE-FLY" ESSAYS AND POEMS WIN CASH PRIZES

Chairman Edward Hatch, Jr., Distributes \$1,000 in Gold to the Winners of an Anti-Fly Contest Conducted Through the Columns of the New York "Evening World"

One thousand dollars in gold was distributed to 116 "Swat-the-Fly" poets and essayists at a luncheon given on April 23, in the Assembly Room of The Merchants' Association by Mr. Edward Hatch, Jr., Chairman of the Committee on Pollution and Sewerage. The money represented prizes won by boys and girls who took part in the three-week contest carried on by the New York "Evening World." The gold distributed to the contestants was also the gift of Mr. Hatch.

Many Children Interested

The Judges were Dr. Royal S. Copeland, Commissioner of the Health Department, and Dr. W. M. Ettinger, Superintendent of the Board of Education. The contest proved one of the most noteworthy and pretentious in the history of fly-swatting. The prizes were given for contributions by children not over ten years of age, in the form of an eight-line verse or a 200-word essay setting forth the disease-carrying dangers of the pest and the necessity for destroying its breeding places. There were several thousand contestants.

Crippled Girl a Winner

The prize-winner attracting most attention was 8-year-old Anna Sebert of 356 West Forty-fourth Street. This little girl is a cripple from infantile paralysis and is firmly convinced that the doctors are right in saying that this disease is transmitted by the germ-carrying house fly. She won \$50 in gold by contributing these eight lines:

The fly I hate with all my heart,
Because he played a dreadful part;
I have not walked in near five years
Which caused my mother lots of tears.

The fly is guilty, so they say;
Paralysis he brought my way;
So swat the fly for goodness' sake,
So no more cripples he will make.

The other chief prize winners were John Ciervo, Mary F. LeVine and George Francis Hall, \$50 each; Arnold Ginsberg, Lily Kalmowitz, Helen Schreiber, Maude Tinson, Marian Bowman, Billy Grady, Jr., Dorothy Gray and William J. Ryan, \$25 each. Sixteen of the children received prizes of \$10 each and eighty-eight children prizes of \$5 each.

Luncheon to the Winners

At the luncheon given by Mr. Hatch, each of the winners, in addition to a

money prize received a pound box of candy, sandwiches, cake, and milk. The parents or guardians accompanying the children were included in the entertainment. The father of eight year old Anna Sebert carried the crippled little girl into the Assembly Room and she was placed in a chair on the platform near the presiding officer.

In commenting on their action in adjudging this little girl a \$50 prize Dr. Ettinger said:

"I think Anna's little verse is the simplest, strongest and most appealing of the lot."

"I agree," said Dr. Copeland. "No one could have written anything which brings out more clearly the terrible menace of the fly."

Dr. Ettinger's Speech

"These essays and poems have a great deal of originality," asserted Dr. Ettinger. "I am astonished with the familiarity with which the children speak of the fly and its habits. On the whole, the contributions which I have read have been excellent work for children. There has been a childish crudeness in technique, which was to be expected, but the greatest advantage, in my opinion, is that the children have thought seriously about the problem and realize the menace of the fly to the community. These children will soon be adults and they will better understand, because of a contest of this sort, the part which they must play in the eradication of the pest. Mine has been a very happy duty in reading these childish efforts, and I am sure that every contestant, whether a winner or not, has contributed greatly to the future health of our city."

A Healthy Spirit

"It is one thing to know that one should swat the fly," declared Dr. Copeland, "and another to know why the fly should be swatted. The essays and poems which I read were a healthy indication of the spirit of the New York which is to be. Science has learned more and more about the fly, but without the assistance of the people of such a great metropolis as ours, it is powerless. The Health Department is an active enemy of the fly, and the germ-breeding places in which it thrives, but

it must have the cooperation of the citizens.

"I am assured that it will always have the cooperation of the people of New York, for the children have reflected the attitude, which must be widespread. I want to congratulate and thank every participant in this contest, for each one has helped make New York a healthier city. I know that they will continue their efforts and their cooperation, and I assure each child who did not win a prize that he or she has done a great and fine thing for New York."

Mr. Batchelder Presided

Mr. Roger Batchelder presided at the luncheon as the representative of the New York Evening World. Mr. John Y. Cuyler, a member of the Committee on Pollution and Sewerage and an active ally of Chairman Hatch in anti-fly campaigns, addressed the children and urged the necessity for constant warfare against an enemy that was more dangerous because it did not seem to be. The children were admonished to make the crusade against the fly a part of their life work and Mr. Cuyler emphasized the possibilities of child accomplishment by referring to what the self-taught Lincoln had achieved. The speaker stated he had been in Ford's theater at the moment of Lincoln's assassination.

Dr. Copeland distributed the \$50 and \$25 prizes to the twelve winners of these sums. He dwelt on the danger from various disease-carriers such as mosquitoes, bugs and rats, but especially warned against the housefly as the deadliest menace of all.

The luncheon concluded with an improvised "college" cheer by the children which ran like this:

Mr. Hatch! Mr. Hatch! Mr. Hatch!
Rah! rah! rah! rah! rah! rah! rah! rah!
Swat the Fly! Swat the Fly! Swat the Fly!

MONEY ORDER BUSINESS

Money orders amounting to \$38,000,000 were issued and orders amounting to \$135,000,000 were cashed by the New York Post Office last year.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

RAILROAD CONDITIONS UNDER THE NATIONAL AGREEMENT

St. Louis Committee Ascertains the Answers to a Series of Questions Sent to the Railroad Labor Board by the Kansas City Chamber of Commerce

A series of questions designed to reveal the actual working conditions on the railroads under the National Agreement entered into by the Federal authorities while the government had charge of the operation of the railroads was recently submitted to the Railroad Wage Labor Board by the Kansas City Chamber of Commerce.

Found Out the Facts

As these questions were not answered by the Board, the Chamber of Commerce of St. Louis referred them to a committee of five business and railroad men to ascertain the answers.

The importance of the information sought is shown by the fact that under the new Railroad Law the Interstate Commerce Commission is required to establish rates which will yield 6 per cent of the value of the property "under honest, efficient and economical management." The Commission determines the value of the property and as the law has settled the rate of return, the only way by which rates can be lowered is through economy in operation, in which the cost of labor is the prime factor.

Questions and Answers

The questions formulated by the Chamber of Commerce of Kansas City and answered by the Committee appointed by the Chamber of Commerce of St. Louis are as follows:

Q. 1. a.—Is it true that under the present classification rules of the Shop Crafts, in order to change a nozzle tip in the front end of a locomotive, it is necessary to call a boilermaker and his helper to open the door, because that is boilermakers' work; to call a pipeman and his helper to remove the blower pipe, because that is pipemen's work; and to call a machinist and his helper to remove the tip, because that is machinist's work; also for the same force to be employed for putting in the new tip?

A.—Full compliance with the National Agreement requires the procedure outlined in the question.

Q. 1. b.—Is it true that before Federal control a machinist's helper, or a handy man, could put in this nozzle tip alone?

A.—Yes, at a number of points a

machinist and helper or machinist alone would put in the nozzle tip and at larger points there were handy men working for a less rate of pay than regular mechanics who did steam pipe work exclusively handling all steam pipe work including the changing of nozzle tips.

Q. 1. c.—Do similar classification rules exist for all other shop work?

A.—Yes. Prior to Federal control it was not an uncommon practice for machinist and his helper to take care of all of the work necessary on an electric head light of a locomotive. Under the National Agreement the work is so classified as to distribute same among three crafts, namely, machinists, sheet metal workers and electricians. If each of the mechanics performing the work have a helper, this has the effect of six men performing a piece of work that could and was formerly taken care of by two men.

Q. 2. a.—Is it true that men working on trucks, spring work and kindred occupations, and paid, before Federal control, handymen's or helpers' wages, or shade above common laborers' pay, were made mechanics by Supplement No. 4 issued by Mr. McAdoo, and are now receiving 85 cents per hour, mechanics' pay?

A.—Yes.

Q. 2. b.—Is it true that all of these mechanics are referred to as "McAdoo mechanics," because they were made mechanics by the Director General of Railroads, and not by experience?

A.—Yes.

Q. 3. a.—Is it true that men employed to couple and uncouple hose between the cars (not as difficult or hazardous a task as hitching a span of mules), are now classed as car men, receiving 80 cents per hour, with time and one-half for Sundays and holidays, averaging about \$215.00 per month, for working seven hours and forty minutes per day?

A.—Yes.

Q. 3. b.—Is it true that before Federal control these same employees received from 28 to 34 cents per hour and straight time for Sundays and holidays, averaging about \$96.00 per month for a ten hour day?

A.—Yes, to a certain extent.

Prevailing rate prior to Federal control on some Railroads for car in-

spectors in question was 34 to 38 cents per hour with straight time for regular shift of eleven hours and on punitive time for Sunday or holiday work.

Q. 4. a.—Is it true that when a wrecking crew, usually consisting of ten men, is called after its regular hours for a stated job in the yard, is assigned to two other jobs, all of which is done in seven hours, from start to finish, these men receive not less than fifteen hours' and possibly eighteen hours' pay, for seven hours work, because the two last jobs did not develop when the crew was first called?

A.—Yes. The following illustrates method of paying a wrecking crew under the National Agreement when performing road service:

A wrecking crew composed of six men leaves its home terminal at 8:00 A. M., goes a distance of 50 miles to clear up a wreck; work of clearing main track is completed at 6:00 P. M.; crew ties up for sleep and rest from 6:00 P. M. to 7:00 A. M. next morning (wrecking outfit is equipped with sleeping facilities); resume duty 7:00 A. M., pick up refuse and arrive at home terminal 3:00 P. M. Under the National Agreement it is necessary to pay the entire crew continuous for the first twenty-four hours from the time they leave their home terminal, computed as follows:

From 8:00 A. M. to 4:00 P. M. 8 hours straight time, 4.00 P. M. to 12 midnight 8 hours at time and one-half or 12 hours.

12:00 Midnight to 8:00 A. M. 8 hours at double time or sixteen hours.

8:00 A. M. to 2:00 P. M. 6 hours at straight time.

Total of 42 hours paid although crew actually performed service from 12 noon to 6:00 P. M. first day, 8 hours, and from 7:00 A. M. to 10:0 A. M. second day, 3 hours; it will be noted actual time worked during the entire period was nine hours, balance of the time was consumed in waiting and traveling and it will be further noted they were released entirely from 6:00 P. M. to 7:00 A. M. during which time they were paid at time and one-half and double time while actually off duty and sleeping.

Q. 4. b.—Is it true that if a mechanic is called after regular hours for a stated job, and is assigned to two other jobs, all of which is done in seven hours, from start to finish, he would receive not less than fifteen hours' and possibly eighteen hours' pay, for seven hours work, because the two last jobs did not develop when he was first called?

A.—Yes.

Q. 5. a.—Is it true that if a shopman is held after his regular eight hour assignment, to complete a job, for, say, one hour and fifteen minutes, he would receive pay for six and one-half hours, for his one hour and fifteen minutes work?

A.—Yes. Illustrative of this, is a recent case of mechanic working on

QUESTIONS AND ANSWERS SHED LIGHT ON RAILROADS

passenger car work until 5:00 P. M. or one hour beyond his assigned day. He had just stepped off car when another employee pulled handle off water valve. Foreman was present and called mechanic back to fix this valve. He performed this work and had checked out at clock, fully 100 yards away, at 5:06 P. M. All he had to do was to loosen two screws, put handle back on and tighten screws, about three minutes work. Was necessary to allow him five hour call for this service.

Q. 5. b.—Is it true that under the former practice the employee, in the above case, would receive one hour and fifty-two minutes, instead of six and one-half hours?

A.—Yes.

Q. 6. a.—Is it true that under the present rules all shop employees are allowed one hour a week without performing any service—time is allowed on the pretext of checking themselves in and out of the shop?

A.—Yes. After the issuance of the National Agreement, the application of this rule increased the expense on one Railroad of approx. 5000 miles, to the extent of \$160,000 per year.

Q. 6. b.—Is it true that this bonus hour costs the road Twelve Million Dollars per year?

A.—Yes. This was developed at hearing before Labor Board.

Q. 7. a.—Is it true that all shop forces, telegraphers, agents, towerman and yardmen receive eight hours' pay and work only seven hours and forty minutes, the twenty minutes being allowed to eat on the company's time?

A.—All shop forces do not receive pay for seven hours and forty minutes work. Where there are continuous shifts, at practically all roundhouses, these shifts are allowed twenty minutes with pay for lunch but at back shops and larger shops where the shifts are not continuous, the lunch hour or whatever amount of time is decided upon is deducted. Agents do not receive eight hours pay for seven hours and forty minutes work, as in practically all cases they are allowed meal hour without pay. This is also true of telegraphers except where continuous service is maintained. Yardmen, however, are allowed twenty minutes for lunch with pay resulting in their receiving eight hours pay for seven hours forty minutes work.

Q. 7. b.—Did this practice prevail under private operation?

A.—This prevailed on certain Railroads under private operation insofar as Shop Crafts were concerned where three shifts were worked.

Q. 8.—Is it true that under the National Agreement with the Shop Crafts piece work was discontinued and that since that time the output per man has been greatly reduced?

A.—Yes.

Q. 9. a.—Is it true that under private management foremen were allowed to give a hand and do whatever work they could without impairing their usefulness as foremen?

A.—Yes.

Q. 9. b.—Is it true that under the present rules, foremen are not allowed to do work of any kind, except supervision?

A.—Yes.

Q. 10. a.—Is it a fact that railroads cannot require shop employees to pass a physical examination when entering service so as to protect them against fictitious claims for hernia, defective eyesight, etc.?

A.—Yes. Not only can railroads not require them to pass physical examination but they cannot question them as to their past reference. They can only be required to state their age and that they have had four years' experience.

Q. 10. b.—Is it not a fact that before Government control shop men were required to pass a physical examination?

A.—In many instances it was required.

Q. 11.—Is it true that where arrival of trains require the service of employees two hours in the morning and two hours in the evening, say 8 A. M. to 10 A. M. and 6 P. M. to 8 P. M. that railroads now have to employ two shifts of eight hours each or sixteen hours service where there is only four hours actual work?

A.—Yes.

Q. 12.—Is it a fact that where two shifts are worked, starting time must be between 7 and 8 A. M., and if the arrival of a train, or other operating conditions require a man on duty at 6 A. M., he must be paid for five hours each day in addition to regular eight-hour day?

A.—Yes, and under decisions rendered by Adjustment Boards at Washington railroads were compelled to allow considerable back pay on several cases of this kind.

Q. 13.—Is it a fact that an employee who keeps a record of wheels applied and removed from cars must be classi-

fied as a mechanic and paid 85 cents per hour?

A.—An employee who keeps records of wheels applied and removed from cars is classified as a carman and is paid 80 cents per hour.

Q. 14.—Is it true that under the rules a section foreman or his men are not allowed to fix or repair the motor car that carries them to and from their work (a machine not as complicated as a farm tractor), because this is machinists' work, and a machinist must be sent to make repairs, or the motor sent to the shop for repairs.

A.—Yes.

Q. 15. a.—Is it true that roundhouse men, car men and others, whose services are absolutely essential to the movement of trains on Sundays and holidays receive time and one-half on such days?

A.—Yes.

Q. 15. b.—Did this practice prevail under private management?

A.—Only certain classes of mechanics were paid time and one-half on such days.

Q. 16. a.—Did the Labor Board direct the railroads to continue the rules and regulations issued by the Railroad Administration?

A.—Yes.

"We believe that the above answers to the sixteen questions submitted are accurate and conservative and that they give a true picture of the actual working conditions now obtaining in railroad employment, under the existing National Working Agreements."

THE RAILWAYS START WELL

Railways made a good start in 1920, in spite of their adverse conditions, to increase the capacity of their physical properties, according to statistics compiled by the "Railway Age." In respect to physical development, the record is worse in only one respect than in 1919. The total amount of new mileage constructed was only 314 miles, in contrast to 686 miles in 1919. The 1920 showing is the smallest amount of mileage built since records regarding railway building have been kept. Furthermore, 713 miles were abandoned, or the largest mileage ever abandoned in a year. This is the fifth successive year in which the mileage abandoned has exceeded the mileage built.

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The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE PURITY OF NEW YORK CITY'S WATER SUPPLY MUST BE PROTECTED

Commercial and civic organizations whose attention was directed by The Merchants' Association to the bill recently passed by the Legislature providing for the unconditional sale by the State of the Mohansic Reservation in the Croton watershed, are protesting vigorously to Governor Miller before whom the bill is pending.

If the State desires to rid itself of the reservation and thus save the small outlay required to maintain it, the bill providing for its disposal should so state in specific terms. An appropriation for maintenance has already been made by the Legislature, so that nothing would be saved to the State if the Governor should sign the bill.

The people of the City of New York are more interested than any others in the protection of the Croton watershed from pollution. If the State is to transfer its title to the reservation, the City of New York should receive it. The City would then be in a position to protect itself and the people of Westchester County would have all the benefits to be derived from the existence of the park without expense to themselves.

This plan could be embodied in a statute by the next Legislature without injury to any interests concerned because of the delay.

THE NEW YORK PASSPORT OFFICE

The Merchants' Association's fight for the New York City Passport Office is being renewed with vigor. The strongest kind of protest was made to the last Congress against the abolition of this Office, but without avail. The State Department, under the new administration, however, believes not only that the Office should be continued, but that other Offices should be established at ports of entry in various parts of the country.

This is a practical and common sense view. The United States is endeavoring to foster and extend its trade with other countries, and the attainment of this

purpose is rendered more difficult by the interposition of obstacles to freedom of intercourse.

DAYLIGHT SAVING CLASHES

The opening of the Daylight Saving season has brought with it many clashes between the friends and foes of the reform. In Massachusetts, where a State Daylight Saving law was passed, several of the rural towns are refusing to live up to it, and in Connecticut, where a law forbidding Daylight Saving was enacted, the industrial centers are proceeding on Daylight Saving schedules, and even the capital city of Hartford has ignored the bucolic statute.

New York City fell into step under the Daylight Saving schedule without disturbance of any kind, and is now obtaining the benefit of an extra daylight hour.

A CENTURY OF GROWTH

Statistics recently given out by the Bureau of Foreign and Domestic Commerce making comparison between the foreign trade of this country in 1820 and in 1920 contain a marvelous record of growth. Boiled down into the smallest compass the comparison is as follows:

	1820	1920
Number of States....	27	48
Population of the United States	9,638,463	105,682,101
Population of 1820 area	9,638,463	75,896,431
Area of United States in square miles	1,792,323	3,636,769
Value of Exports....	\$43,671,894	\$2,680,812,451

These figures indicate in the clearest manner a wonderful development of the United States and they point to the course in foreign trade which we are destined to follow.

In the future, organized effort will be even more important than in the past. The times when each lived for himself, supplying his own needs by home manufacture, has gone forever and any attempt to return to the methods of those days is doomed in advance to failure.

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NEW STATUTES FRESH FROM THE LEGISLATURE OF 1921

Legislative Service Bureau Analyzes the Provisions of the Law Creating the Commission to the Port Authority—State Income Tax Law Amended—Other New Enactments

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of new laws, passed by the State Legislature, which will be printed in "Greater New York."

Port Authority Commissioners

Chapter 203, Laws of 1921

(Sen. Int. No. 988, Print 1499, by Mr. Meyer)

An act to authorize the appointment of Commissioners to the Port Authority. Approved April 15, 1921; effective immediately.

Authorizes the Governor to appoint three Commissioners to the Port Authority created by the agreement or compact to be entered into between the States of New York and New Jersey. Two of such Commissioners must be resident voters of New York City.

These Commissioners are to study and consider the joint report of the New York New Jersey Port and Harbor Development Commission, and more especially the recommendations therein contained, shall hold public hearings thereon, shall confer with the governing bodies of all the municipalities within the port district and all dock, port, channel and improvement commissions and any other bodies having to do with port and harbor facilities, with the Secretary of War, with the appropriate committees of Congress, with the Interstate Commerce Commission, and any and all other federal authorities having jurisdiction in the premises, and shall, for the purposes of securing any information, create an advisory council of representatives of chambers of commerce, boards of trade and other civic bodies within the port district whose charters include consideration of the matters embraced in such joint report. The Commissioners of the Port Authority shall also confer with the railroad, steamship, warehouse and other officials and until the said agreement or compact shall be authorized or executed by the states of New York and New Jersey, shall confer with such bodies, commissions and legislative committees as may exist or be created in New Jersey for the purpose of bringing about a joint policy between the two states for comprehensive development of the port.

The Commissioners must report to the Legislature on or before January 1, 1922, and submit a comprehensive plan for the development of the port district, together with recommendations for legislation necessary to effectuate such plan.

For the expenses of the Port Authority the act provides an appropriation of \$100,000.

Under this authorization the Governor has appointed Eugenius H. Outerbridge, ex-Governor Alfred E. Smith and Lewis H. Pounds, as Commissioners for New York State. The Commissioners for New Jersey, appointed by the Legislature of New Jersey, are J. Spencer Smith, Frank R. Ford and De Witt Van Buskirk.

Amends Income Tax Law

Chapter 267, Laws of 1921

(Assem. Int. No. 1284, Print 1447, by Mr. Judson)

An Act to amend the Tax Law in relation to income tax interest. Approved April 21, 1921; effective immediately.

Subdivision 3 of Section 377 is amended by providing that there shall be no interest, penalty or additional tax charged because of an unintentional understatement of amount due for personal tax, provided the deficiency be paid within ten days after notice of the amount shall have been mailed to the taxpayer. If payment be not made within ten days there shall be added to the amount of the deficiency five per centum thereof, and in addition, interest at the rate of one per centum per month for each month or fraction of a month, calculated from the date of the notice.

Income Tax Deductions

Chapter 214, Laws of 1921

(Sen. Int. No. 647, Print 714, by Mr. Davenport)

An Act to amend the Tax Law in relation to income tax deductions. Approved April 20, 1921; effective immediately.

Amends subdivision 7 of Section 360 in relation to the deduction of worthless debts, by providing that in the case of a debt existing on January 1, 1919, no more than its fair market value shall be deducted. A worthless debt arising since January 1, 1919, from unpaid wages, salary, rent or any similar item of taxable income is not an allowable

deduction unless the income represented thereby has been included as such in the taxpayer's return.

Bedding Law Amended

Chapter 273, Laws of 1921

(Sen. Int. No. 880, Print 997, by Mr. Simpson)

An Act to amend the General Business Law in relation to mattresses, upholstered box springs and metal bed springs. Approved April 21, 1921; effective immediately.

Sections 389-p and 389-r are amended by making it unlawful to use any term or designation likely to mislead, on the tags or labels attached to and describing the material used as the filling or in the construction of any mattress upholstered bed springs or metal bed springs; also providing that the type used in printing upon such tags shall be not smaller than 18 point Gothic.

Punishes Landlords Who Discriminate Against Children

Chapter 298, Laws of 1921

(Sen. Int. No. 459, Print 493, by Mr. Straus)

An Act to amend the Penal Law in relation to discrimination in leasing apartments. Approved April 21, 1921; effective immediately.

Adds new Section 2041, to read as follows:

Discrimination against children in dwelling houses. Any person, firm or corporation in any city owning or having in charge any apartment house, tenement house or other building used for dwelling purposes who shall refuse to rent any or part of any such building to any person or family solely on the ground that such person or family has or have a child or children shall be guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than fifty nor more than one hundred dollars for each offense.

Penalizes Reckless Driving

Chapter 238, Laws of 1921

(Assem. Int. No. 170, Print 170, by Mr. Duke)

An Act to amend the Penal Law in relation to negligent operation of motor vehicles. Approved April 20, 1921; effective immediately.

Adds new subdivision 2 to Section 244, providing that a person who operates, drives or directs, or knowingly per-

ABSTRACTS OF NEW LAWS OF IMPORTANCE

mits anyone subject to his commands to operate or drive any vehicle of any kind in a culpably negligent manner, whereby another suffers bodily injury, is guilty of assault in the third degree.

Stops Issue of Revolver Permits By Magistrates

Chapter 297, Laws of 1921

(Sen. Int. No. 202, Print 209, by Mr. Knight)

An Act to amend the Penal Law in relation to licenses for pistols or revolvers. Approved April 21, 1921; effective immediately.

Subdivisions 8, 9 and 10 of Section 1897 are amended by striking out the provision permitting any magistrate outside of New York City to issue licenses for possessing or carrying pistols or revolvers, and providing that hereafter such licenses shall be issued in New York City only by the Police Commissioner and elsewhere in the State only by a judge or justice of a court of record.

Military Training Abolished

Chapter 211, Laws of 1921

(Sen. Int. No. 227, Print 1400, by Mr. Mullan)

An Act to abolish military training. Approved April 20, 1921; effective July 1, 1921.

Repeals Article 1-a of the Military Law which provided for the military training of boys between the ages of 16 and 19 years employed in factories and mercantile establishments; abolishes the Military Training Commission; and amends Sections 695 and 696 of the Education Law by eliminating military training in schools, colleges etc.

Miscellaneous

Bonus Commission.—Chapter 315, Laws of 1921, approved April 22, 1921; effective immediately (Assem. Int. No. 787, Print 1830, by Miss Smith). Creates the New York State Bonus Commission, consisting of the Adjutant-General, the Comptroller, and the Attorney General, for the distribution of bonuses to residents of the State who served in military or naval service of the United States during the World War, as provided for in Chapter 872 of the Laws of 1920.

State Police.—Chapter 328, Laws of 1921, approved April 23, 1921; effective July 1, 1921 (Sen. Int. No. 428, Print 825, by Mr. Fearon). Provides for two additional troops of State Police,

making six in all; increases the salary of the Superintendent of State Police from \$5,000 to \$8,000 per annum; also provides that the powers and duties now imposed upon inspectors and game protectors under the Conservation Law, in enforcing the law in relation to fish, birds and quadrupeds, shall hereafter be exercised by the State Police, inspectors and game protectors. For the organization and equipment of the additional troops \$250,000 is made immediately available.

Sunday Selling—Souvenirs.—Chapter 299, Laws of 1921, approved April 21, 1921; effective immediately (Sen. Int. No. 381, Print 401, by Mr. Campbell). Amends subdivision 4 of Section 2147 of the Penal Law, by providing that in addition to the articles now permitted to be sold, souvenirs may be sold and delivered at any time of the day on Sunday.

False Statements.—Chapter 306, Laws of 1921, approved April 21, 1921; effective July 1, 1921 (Sen. Int. No. 749, Print 826, by Mr. Lockwood). Amends Section 1293-b of the Penal Law in relation to obtaining property or credit by the use of false statements, by making it a misdemeanor for any person knowingly to make any false statement in writing, with intent that it shall be relied upon respecting the financial condition of himself, or any other person, firm or corporation, in which he is interested, for the purpose of procuring the execution, making or delivery by any person, firm or corporation of any bond or undertaking.

TRADE WITH JAPAN

In the foreign trade of the United States with Japan, New York plays a very important part. America's commerce with the Island Empire amounted to \$774,168,454 in 1919. Of this total, \$284,047,753, or approximately three-eighths, was credited to the metropolis of the New World. Of the goods imported from Japan last year, which were valued at \$409,853,213, more than half, or \$218,312,652 worth, were discharged at New York. As regards exports to Japan, however, the showing is not so favorable. Last year's exports from the United States to Japan are figured at \$364,315,241, of which only \$65,735,101 worth, or slightly more than one-sixth, were shipped from New York.

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QUARANTINE NEEDS A BETTER PLANT

President Morgan Appeals to Secretary Mellon for Improved Facilities at this Port

NOT ROOM ENOUGH HERE NOW

In accordance with action taken by The Merchants' Association after thorough investigation of the situation, President William Fellowes Morgan has written to Secretary of the Treasury Andrew W. Mellon urging the suitable equipment of the quarantine station at the Port of New York.

Letter to Secretary Mellon

President Morgan's letter to Secretary Mellon reads as follows:

"In the interest of this City, and especially its maritime commerce, I beg to invite your attention to the absolute necessity for increased quarantine station facilities for the great Port of New York.

"During the average year, about 6,000 vessels arrive from foreign ports, and these vessels bring over a million and a half persons. During the past winter, on account of inadequate quarantine facilities at this port, it was necessary to divert many vessels to Boston and Philadelphia, which caused much incoordination in business generally and consequently much financial loss to every one interested in, or dependent upon, the movement of shipping.

Housing Facilities Needed

"I am in full sympathy with your policy of economy in public expenditure, and I mention this in order to point out that last winter, through no one's fault, the holding of vessels in quarantine, simply to provide housing facilities for passengers exposed to disease, owing to insufficient housing facilities at the New York Quarantine Station, constituted a financial loss to the whole country as well as to the shipping interests involved.

"It appears that the Quarantine Station will accommodate 1,500 persons in detention, but that it should accommodate twice that number with appropriate auxiliary facilities. The Merchants' Association feels that these conditions can be adjusted by the coming winter with your help, and the object of this letter is to respectfully request you to give this matter your consideration."

SCHOOL TO OPEN FOR SECRETARIES

Course Will Be Given at Northwestern University in Chicago for Two Weeks in July

MR. MEAD WAS PRESIDENT

A school for the training of commercial organization secretaries, the first of its kind, will be opened at Northwestern University in Chicago during the last two weeks in July under the auspices of the National Association of Commercial Organization Secretaries, the Chamber of Commerce of the United States and Northwestern University.

Mr. Mead First President

The Merchants' Association took a leading part in the formation of the National Association of Commercial Organization Secretaries and Mr. S. C. Mead, Secretary of The Association, was the first President of the secretarial organization.

The school will be under the direction of a board of Control consisting of:

For the National Association of Commercial Organization Secretaries, Mr. R. B. Beach, Chicago, President; Mr. R. H. Faxon, Des Moines, Secretary-Treasurer.

For the Chamber of Commerce of the United States, Mr. Elliot H. Goodwin, Resident Vice-President; Mr. John Ihlder, Manager of the Civic Development Department.

For Northwestern University, Mr. Walter Dill Scott, President; Mr. Ralph E. Hellman, Dean of the School of Commerce.

The studies will be of two kinds:

- 1.—Fundamental studies, selected from the University curriculum.
- 2.—Technical studies, the textbooks prepared by authoritative men in the secretarial professions.

Distinctive Features

The distinctive features of the Summer School will be:

- 1.—That it is sponsored by the recognized organizations which stand at the head of commercial organization and secretarial work in the country.
- 2.—That it is conducted by one of the recognized institutions of the country on the highest educational plans.
- 3.—That it will command the service as textbook writers, lecturers, and instructors of the outstanding men of the secretarial profession.

Three Types of Students

It is expected that the entrants will comprise three types:

- 1.—The successful organization secretary who will attend both because of his interest in the undertaking, and for the opportunity of taking some of the broader

fundamental studies which his active experience has but imperfectly supplied.

2.—Organization secretaries of more limited experience who are desirous of advancing in the profession by improving both their fundamental knowledge and their technical methods.

3.—Young men without experience who want to enter the secretarial profession as a life work. These most presumably will be drawn among other sources, from the schools of commerce of our larger universities.

An Attractive Plant

Northwestern University offers for the use of the summer school the grounds, building and equipment in Evanston, including ample dormitory quarters, together with class rooms and lecture rooms. The campus, situated on the lake front, offers a delightful summer location and in the judgment of those who have gone over the plant, no more attractive, convenient and suitable place could be found. Bathing, boating, tennis and golf are available. The dormitories are especially attractive and are in separate buildings of convenient size so that secretaries of the different states might group together, making up for example an Ohio building, a Texas building, a New England building, and so forth.

ELECTRIC APPLIANCE INDUSTRY REVIVING

Inquiry Made by The Merchants' Association Shows Revival With Good Prospects

WHAT MANUFACTURERS SAY

A recent study of conditions in the electrical appliance industry in the United States, made by the Industrial Bureau of The Merchants' Association at the request of a member, indicates that while manufacturers of electrical washers, vacuum cleaners, ironing machines, sewing machines and similar lines passed through a very decided period of depression last November and December, conditions have been improving steadily since that time. Moreover, it is expected that this general upward trend will continue and that before long, possibly by Fall, a decided improvement may be looked for.

During the period of depression manufacturers of electrical appliances increased rather than decreased their sales and advertising expense.

Present Conditions

Replies from nine leading manufacturers concerning present conditions

and future outlook in this industry are given below:

1. Very good.
2. Factory closed. Will open May 1. Enough raw material on hand to run until close of year.
3. Business only thirty per cent of normal in December and January. Improving steadily—expect to run fifty to sixty per cent of normal in May.
4. Heavy loss of sales during October, November and December, with decided improvement in January and February. March, 1921, exceeded March, 1920, and April shows similar increase.
5. Sudden loss in business latter part of November. Requests received from many parts of the country to delay shipments. Production decreased. Since January steady increase. Now producing at rate almost equal to best periods of 1920.
6. Business gradually picking up.
7. December very poor month. January showed improvement. February showed very much greater improvement. March showed practically largest sales in history of company. April will very probably come up to same standard.
8. No answer in reference to present condition.
9. About forty per cent below normal.

Future Outlook

1. Improving steadily.
2. Sales about one-quarter last year but slow and steady improvement noticeable.
3. Do not anticipate radical increase in business till Fall. Expect by then to be seventy-five to eighty per cent of normal.
4. No answer to this question.
5. Improvement in industry as a whole; very optimistic about future.
6. Look for slow, steady increase from now on.
7. Very optimistic about future.
8. Outlook very good.
9. Decided improvement looked for in the Fall.

SECRETARIAL BULLETIN

The National Association of Commercial Organization Secretaries has begun the publication of an official organ entitled the "Nacos News." The first bulletin contains five pages and is filled with information and announcements relating to the Secretaries' organization.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

INSPECTION OF EAST SIDE SHOWS NEED FOR REFORM

Spring Housecleaning in Congested Tenement District Discloses Heaps of Rubbish and Litter in the Streets and Public Places—Dr. Copeland Is Astonished

Dr. Royal S. Copeland, Health Commissioner of New York City, recently made a tour of a portion of the lower East Side of Manhattan in company with the Manager of The Merchants' Association's Anti-Litter Bureau, for the purpose of observing conditions.

Dr. Copeland Surprised

He was astonished at the litter and refuse which the spring house-cleaning season had caused to be deposited in the streets. He expressed his intention of endeavoring to compel push-cart peddlers to place their refuse in receptacles and to enforce the covering of food sold in the streets.

After the trip, the Manager of the Anti-Litter Bureau wrote to Dr. Copeland thanking him for the trouble he had taken, commenting upon the conditions observed during the tour. The letter said:

"The streets we visited were only a few of many located between Mulberry and the East River and Broome to Twelfth Streets, which were disgracefully filthy beginning with Friday morning. As Superintendent Kiernan stated, more than six hundred loads of material had been picked up in this district prior to our visit. However, I can, almost any Monday morning, see conditions which will nearly equal those viewed by us yesterday.

Harlem Just as Bad

"Similar conditions exist in the Harlem district, bounded by Ninety-sixth and One Hundred and Sixteenth Streets, Fifth Avenue and the East River, particularly the western portion of this district, also in the vicinity of Siegel and Moore Streets and the Brownsville section of Brooklyn.

"These conditions can be remedied, but to do so the earnest cooperation of several City departments and the newspapers are necessary.

"The Street Cleaning Department should be compelled to render better service, landlords required to furnish more garbage cans to janitors. Push-cart peddlers must be forced to equip themselves with proper receptacles for the accumulation of rubbish, and a broom with which to keep the street under their carts free of refuse. Many peddlers and store owners who do have

cans dump the contents in the street at the close of business hours. * * *

Placards Should Be Supplied

"Janitors should be provided with placards, printed in various languages, warning the people against throwing garbage and litter in the streets.

"English and foreign language newspapers should be requested to publish frequently the need of keeping the streets free of refuse and call attention to the law.

"An intensive educational campaign should be inaugurated and carried on indefinitely in schools, churches, community centers and all available places where the residents of the community meet. I shall be happy to give my personal services in this campaign as often as called upon, gratis.

Milk Cans and Bottles

"An appeal must be made for the protection of empty milk bottles and cans. At this time thousands of bottles are deliberately broken in the streets, and many more in a whole state are hauled to dumps, mixed with garbage and filth. This is also true of milk cans. Children haul them into the middle of the street, build fires in them, and janitors use them as garbage cans. The bottles and cans are collected at the dump and resold to the original owners, who seem to think it is cheaper to have them collected in this way than by their own drivers. The milk dealer should be requested to collect his own bottles and cans and should in return require a deposit from dealers and consumers alike—a deposit on all bottles and cans delivered, returning the deposit when the property has been returned.

Exposed Foodstuffs

"In the mentioned districts there are a great many cases of exposed foodstuffs, candy, pickles, pretzels and baked foods. At night on the East Side one can see dozens of carts loaded with exposed candy.

"An intensive anti-spitting campaign should be indulged in at all times. It is my belief that policemen are not as active in this direction as they should be, due, no doubt, to the fact that all fines collected go to the Pension Fund of the Health Department. If an arrangement could be made whereby the

Police Department Pension Fund would share these fines it is possible that greater activity on their part would be the result."

STEEL CONSUMPTION

Huge Amounts Consumed in Bridge and Tunnel Construction and in Transit Lines

Steel and iron used in New York City bridges under the jurisdiction of the City Department of Plant and Structures amounts to 240,500 tons according to figures compiled by the Industrial Bureau of The Merchants' Association. Of this amount, 204,500 net tons are in the Brooklyn, Manhattan, Williamsburg and Queensborough Bridges over the East River.

Contracts for the recent East River tunnels constructed by the Public Service Commission give the following figures for the tonnage of cast iron required:

Section	Tons
Fourteenth Street—North Seventh Street	43,500
Old Slip—Clark Street	36,150
Whitehall Street — Montague Street	37,200
Willoughby Street — Fulton Street	22,100

It is estimated that the amount of cast iron required for the vehicular tunnel, if constructed by the shield method, will be approximately 105,000 tons.

Since 1900, the following quantities of structural steel and cast iron have been used in rapid transit railroad construction in New York City:

	Tons
Subways and elevated lines...	840,000
Cast-iron tunnel lining for above structures	179,000

These figures do not include miscellaneous materials, such as rails, miscellaneous castings, and steel and iron for sub-surface structures other than subway structures, which in the total amount to a large tonnage.

NEW YORK STATE INCOME TAX

According to the State Comptroller, 618,595 persons paid the State of New York \$37,189,272 in income taxes for 1919.

CONVENTIONS HERE IN COMING MONTH

Patriotic and Fraternal Organizations Prominent in the List for Early Days of May

GREAT VARIETY IN MEETINGS

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of May:

Women's Medical Society of New York State—May 2.

Loyal Orange Institution of the U. S. A., New York State Grand Lodge—May 3.

Burglary Insurance Underwriters' Association—May 3.

Grand Lodge of Free and Accepted Masons of the State of New York—May 3-5.

Medical Society of the State of New York—May 3-5.

Daughters of the Revolution, General Society—May 3-5.

Police Conference—May 3-5.

National Association of Knit Goods Selling Agents—May 4.

Music Publishers' Protective Association—May 6.

Women's Whist League—May 7.

National Society of Veterans of Armies of Land and Sea—May 8.

National Association of Printing Ink Makers—May 9.

American Academy of Periodontology—May 9-10.

Stove Founders' National Defense Association—May 10.

Catholic Benevolent Legion, Supreme Council—May 10.

Spice Grinders' Section of the American Spice Trade Association—May 10.

Manufacturing Perfumers' Association of the U. S.—May 10-12.

Proprietary Association of America—May 10-12.

American Tract Society—May 11.

American Guernsey Cattle Club—May 11.

Order of the Golden Sceptre, Grand Court—May 11.

National Association of Worsted and Woolen Spinners—May 11.

American Spice Trade Association—May 11.

National Association of Stove Manufacturers—May 11-12.

National Paper Box Manufacturers' Association—May 11-12.

General Conference of the Episcopal Diocese of New York—May 11-13.

American Railway Development Association—May 11-13.

Dental Society of the State of New York—May 11-14.

Eastern Railroads Association—May 12.

Wool Stock Graders' Association—May 12.

National Plant, Flower and Fruit Guild—May 12.

National Highway Traffic Association—May 13.

Middle States Regatta Association—May 14.

National Association of Directors of Girls Camps—May 14.

Associated Editors of Employees' Magazines of New York State—May 16.

National Association of Manufacturers—May 16-18.

Oyster Growers and Dealers Association of North America—May 17.

Linen Supply Association of America—May 17-20.

National Board of Marine Underwriters—May 18.

Actuarial Society of America—May 19.

National Coal Association—May 19-20.

Casualty, Actuarial and Statistical Society of America—May 24-25.

Tapioca and Sago Trades Section of the American Spice Trade Association—May 25.

National Board of Fire Underwriters—May 26.

American Iron and Steel Institute—May 27.

American Cotton Association—May 30-31.

Association of Color Lithographers—May.

NEW ASSAY OFFICE

The new United States Assay office has been opened at Wall and Nassau Streets. The building represents the completion of a program instituted about fourteen years ago, when the building in Pine Street was started. The Wall Street building was not begun until some years later. A vault of five stories, all under ground, is one of the features of the new building. This vault will hold \$5,000,000,000 in gold. The executive offices, the receiving department, the cashier's office and the Assayer's department are housed in the structure.

Why not file "Greater New York"?

THE NEW GOVERNOR OF PORTO RICO

This Association Outlines the Qualifications a New Appointee Should Have

SUGGESTIONS FOR PRESIDENT

In anticipation of the appointment of a new Governor for the Island of Porto Rico under the new administration, the Executive Committee of The Merchants' Association, at its last meeting, decided to make certain recommendations as to the type of appointee.

Qualifications Needed

While The Association makes it an invariable rule not to request political appointments of any kind, the Executive Committee decided to ask President Harding to choose some man for this appointment who would possess the following qualifications:

- 1.—100 per cent Americanism
- 2.—Thorough knowledge of the Spanish language, both spoken and written
- 3.—A knowledge and appreciation of the temperament of Latin American peoples
- 4.—Ability as an economist
- 5.—Executive ability

The Committee directed that a letter be prepared in accordance with this action and forwarded to President Harding.

Suggestions for President Harding

In accordance with the action taken by the Executive Committee, President Morgan wrote to President Harding making the suggestions proposed with regard to the qualifications that a Governor of Porto Rico should have. In closing the letter President Morgan said:

"It is our belief that in view of the present conditions of depression in Porto Rico and in view of a certain popular discontent there now existing, the selection of a Governor possessing these qualifications, if such a man can be found, would go a long way toward creating better understandings between the peoples of the Island of Porto Rico and the Government and peoples of the United States.

"This Association does not in any way suggest or endorse candidates for office, either elective or appointive, but does commend to your careful consideration the above suggestions as to qualifications which we believe are best adapted to meet the present situation."

DAYLIGHT SAVING CAUSES CLASHES

Opening of the Season of 1921
Brings Conflict Between the
Friends and Foes of Reform

NUTMEG PROHIBITION DEFIED

The beginning of the Daylight Saving period of 1921 demonstrates the extent and intensity of the determination of the industrial centers of the East to preserve the advantages of Daylight Saving.

Clashes Over Daylight Saving

Many clashes have occurred between the advocates and opponents of Daylight Saving. Probably the most spectacular is in the State of Connecticut, where the Legislature, controlled by the farmers, passed a law prohibiting Daylight Saving in the State. This law is being widely disregarded.

The New York, New Haven and Hartford Railroad has changed its time tables as a result of the action of the cities of New York and Boston, its terminals, in adopting Daylight Saving time, and most of the industrial centers in the State have followed its example. Even in Hartford, the Capital, the clocks have been set on hour ahead and the Legislature finds itself placed in the ridiculous position of being out of step with the rest of the city. So indignant were the former legislators when they realized the futility of their law that they ordered various investigations to find out by what authority people insisted upon saving daylight, and a bill was actually presented to wipe out the charter of the City of Hartford for its "rebellion" against the State.

Opponents Defy Massachusetts Law

Several of the towns in Massachusetts are in revolt against the Daylight Saving Law of that State. In Northfield, for example, the voters agreed to maintain standard time, but the schools are observing Daylight Saving time, which causes confusion.

In the State of New York similar clashes are occurring. In Riverhead, on Long Island, a delegation of farmers have served notice upon banks and business men that they will be boycotted if they persist in saving daylight. The bankers and business men have pointed out that they are compelled to adopt the Daylight Saving schedule because the Long Island Railroad has set

"Led the Way"

The Merchants' Association has received the following letter from the head of an old established boot and shoe manufacturing company:

"I have read with great interest your report on the progress of Daylight Saving in No. 17 of 'Greater New York.'

"No one agency has done more to bring about the continuance of Daylight Saving than our Association. Generally speaking, The Merchants' Association has led the way and others have followed.

"I am very glad to learn from your report that the Eastern Zone Daylight Saving Association has been formed and will work for a uniform national law in the seaboard States.

"It seems to have gone into effect today in New York City without friction or inconvenience to any considerable number of people."

the standard for all of Long Island by changing its schedules.

The City of Rome has joined the great majority of the cities of New York State by adopting Daylight Saving.

Outside of the State of New York, the City of Louisville has joined in the ranks of the Daylight Saving cities.

TRADE WITH SPAIN

Trade Commissioner Strachan Here to Give Trade Advice

The Bureau of Foreign and Domestic Commerce of the Department of Commerce, announces that Trade Commissioner William M. Strachan has recently returned from Madrid, Spain, and will be in New York May 2 and 3 and May 12, 13, 14.

Mr. Strachan, who served in the New York District office and investigated commercial conditions in Central America, was sent to Madrid in January, 1919, to report on general commercial conditions in Spain.

While in this City, he will make his headquarters at the New York District Office of the Bureau of Foreign and Domestic Commerce, Room 734, Custom House. He will be glad to consult with manufacturers, exporters and others interested in the trade possibilities of Spain.

GIVERS ARE OFTEN TOO GENEROUS

Popular Magazine Criticises Business Men for Being too Ready to Respond to Appeals

GREATER CAUTION IS ADVISED

Prepared by the Bureau of Advice and Information of the Charity Organization Society

"No person is more easily moved by an appealing story than the average business man," says an editorial, "Charity Don'ts," in the "Saturday Evening Post."

Heart and Heads Both Too Soft

"This may be a tribute to his generosity" the article continues, "but certainly not to his intelligence and good judgment. It is not uncommon to hear the remark, 'Well, I suppose I get trimmed occasionally, but I would rather have it that way than miss an opportunity to help a really worth while cause.' Such a point of view is well meant, and without doubt shows a spirit of sympathy and kindness; but it should not be overlooked that loose, careless giving seriously injures the deserving charities.

"In a large percentage of these cases the organization or cause appealed for does not exist. It is also true that in many instances the charity projects are run in such a haphazard and unbusinesslike way as not to justify financial support. Foreigners say that Americans are money-mad, but the fact remains that our rush after wealth has failed to develop us into a race of sophisticated hard-headed givers. If we were not easily swayed by the softer emotions of pity, dollars would not flow so easily into the greedy grasp of many gentlemen of urbane manner. Neither would we fall for the clever crook who solicits donations over the telephone and then sends a messenger for the money. . . .

Elimination of "Fakes"

"The elimination of fake charities is being undertaken by chambers of commerce and other business organizations in a number of cities. The evil practice, however, and the losses resulting therefrom will not be stopped until the public itself becomes interested in the matter and lends its cooperation."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MAY 9, 1921

No. 19

State Loses Suit to Protect New York Harbor

Supreme Court Gives New Jersey Permission to Construct the Passaic Valley Sewer on Condition That Precautions Against Polluting the Harbor Are Taken Under a Stipulation Made With the Government—Injunction to be Sought if Agreement Doesn't Protect the Harbor

The United States Supreme Court has refused the application of the State of New York for an injunction to restrain the State of New Jersey and the Passaic Valley Sewerage Commission from building a sewer which shall discharge 360,000,000 gallons of sewage daily into the Upper Bay of New York Harbor.

Long Fight Ended

The decision of the Court ends a legal fight which has extended over thirteen years. This fight was started by The Merchants' Association's Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman. It was taken up on his recommendation by The Merchants' Association which induced the City, and subsequently the State, to intervene in the matter. Chairman Hatch has been the moving spirit in the contest from the beginning, and while greatly disappointed at the decision, he has had no intention of abandoning the campaign for the purification of the harbor waters.

Mr. Wickersham's Stipulation

In the course of the litigation twelve years ago, Attorney General Wickersham, on behalf of the United States, entered into a stipulation with the Passaic Valley Sewerage Commissioners under which the Sewerage Commissioners agreed to construct a purification plant on the Newark Meadows for the treatment of the sewage in such a

manner as to prevent dangerous pollution of the Harbor.

The Merchants' Association objected to this stipulation on the ground that it would be impossible to show whether any pollution of the Harbor was due to the Passaic Valley sewer or not. It therefore continued the fight which ended in the decision which was handed down on Monday.

Supreme Court's Decision

The Supreme Court holds that the stipulation is a contract between the United States and the Passaic Valley Sewerage Commission, and that it should be sufficient to prevent the pollution of the Harbor. In case it should not prove efficacious, however, the Court gives permission to New York to make another appeal for an injunction.

After reciting details of the stipulation agreed upon by the Government and New Jersey the opinion stated:

"It is obvious that if the conditions of this stipulation, which we regard as a valid contract between the Government of the United States and the State of New Jersey, are realized and maintained there will be no occasion or ground for such an injunction as is prayed for by the State of New York."

Not Convinced of Danger

Evidence in the case was analyzed by the Court, which added:

"It would seem, therefore, that if the anticipations of the experts for the com-

plaintants as to the result likely to be produced by the effluent from the sewer of the defendants were well founded, that by the year 1919 conditions in the Harbor should have become so pronounced and plain that there could have been no such conflict as the record shows in the testimony of trustworthy and competent scientists as to its then existing condition.

"Considering all of this evidence and much more, we conclude that the complainants have failed to show by the convincing evidence which the law requires that the sewage which the defendants intended to discharge into upper New York Bay, even if treated only in the manner specifically described in the stipulation with the United States Government, would so corrupt the water of the Bay as to create a public nuisance by causing offensive odors or unsightly deposits on the surface, or that it would seriously add to the pollution of it.

Injunction Denied

"Having regard to the treatment of the sewage described in what we regard as a valid contract on the part of the defendants with the Government of the United States, to the specific agreement therein for protection of the waters of upper New York Bay from pollution, and to the means which the Government will have to secure further purification, if desired, by refusing to permit the discharge of sewage into the Bay to con-

COURT SAYS STIPULATION SHOULD PROTECT HARBOR

tinue, we conclude that the prayer for injunction against the operation of the sewer must be denied.

Cooperation Advisable

"We cannot withhold the suggestion inspired by the consideration of this case that the grave problem of sewage disposal presented by the large and growing population living on the shores of New York Bay is one more likely to be wisely solved by cooperative study and by conference and mutual concession on the part of representatives of the States so vitally interested in it than by proceedings in any court, however constituted.

May Renew Application

"The Court, recognizing the importance of the ruling which it is making to the great populations interested as well in the State of New Jersey as in the State of New York, will direct that the decree denying the relief prayed for shall be without prejudice to the instituting of another suit for injunction if the proposed sewer in operation shall prove sufficiently injurious to the waters of the bay to leave the State of New York to conclude that the protection of health, welfare and commerce of its people requires another application to this court.

"It results that the bill of complainants will be dismissed, but without prejudice to a renewal of the application for injunction if the operation of sewage of the defendants shall result in conditions which the State of New York may be advised require the interposition of this court."

The Stipulation

Text of the Agreement That the Supreme Court Holds Binding

The stipulation referred to in the decision of the Supreme Court reads as follows:

"The United States having intervened in the above entitled suit with the consent of the court, and it being desired by the United States and the defendants in the suit to adjust the matters in controversy between them, in the manner and upon the terms and conditions hereinafter stated, and the State of New Jersey, by an act of its Legislature, approved on the eighth day of April, nineteen hundred and ten, having authorized the defendant, the Passaic

The Mohansic Bill

The New York Tribune

A bill harmful to New York which managed to slip through at Albany on gumshoes permits the sale of the Mohansic State Reservation, in the Croton watershed.

The Mohansic Reservation was created in 1918 expressly to guard this City's water supply from pollution from hospitals, public institutions and concentration of population in the territory it comprises. It was secured in the interest of public health after a two years' hard fight in which The Merchants' Association took the initiative. The acquisition of this tract of land was a prudent, a necessary measure of protection to insure pure water for New York City. The site is certainly not less essential for such purpose now than it was in 1918.

Governor Whitman vetoed a bill which would have permitted pollution of the Croton watershed in the Mohansic territory.

Governor Miller, it is to be expected, will veto the present bill, the effect of which is to renew the same old menace. Lest he should think New York indifferent on the subject it will not be amiss for commercial and civic organizations and private citizens to let the Governor know how they feel about any attempt to remove one of the city's outlying barriers against pestilence.

Valley Sewerage Commissioners, to make this adjustment, it is now stipulated and agreed by and between the United States and the Passaic Valley Sewerage Commissioners, defendants in the suit, as follows:

"First: The Passaic Valley Sewerage Commissioners agree with the United States that the sewer system to which the suit relates shall be constructed, maintained and operated if at all, in accordance with the following requirements:

"(a) Upon the line of the trunk sewer and which it is proposed shall be constructed, and at a point at or near the pumping station to be located on the Newark Meadows near the Newark Bay, it is stipulated and agreed that the sewage, waste and other matter passing through the said trunk sewer

shall first pass through coarse screens to remove therefrom all large floating matter, and after passing through such coarse screens shall pass through a grit basin or basins where the heavy matter therein shall be taken out as far as practicable, from which basin or basins the sewage and other matters shall pass through self-cleansing mechanical screens having clear openings of not over 4/10 of an inch.

"(b) As the sewage comes from the fine screens, it shall also pass through sedimentation basins. The sewage after passing through said grit basin and said self-cleansing mechanical screens shall enter the sedimentation basins or settling tanks consisting of a number of units, each approximately 225 feet long and 15 feet deep. Each tank will have a normal capacity of not less than 1,250,000 gallons, making an aggregate tank capacity sufficient to meet the requirements as stated herein. The tank capacity shall always be such as to provide a detention period of not less than one hour at the maximum rate of flow of the sewage and a detention period of the daily average flow of such sewage for not less than one hour and a half. The mean lineal velocities through said tanks shall not be over 0.5 inch per second for average flow, and 0.75 inch per second for the maximum flow. In addition to and in connection with these basins scum boards shall be provided to retain the floating matter, and proper and adequate devices shall be used to remove the retained scum and deposits from the settling basin; drawings of the general plan of said settling tanks (sedimentation basins) as proposed at the outset being herewith attached as Appendix A.

"(c) The sewage and waste thus screened and settled is then to flow into a pump well, whence it is to be pumped under pressure through a tunnel to a point in the New York Bay near Robbins Reef Light, at which point it is agreed that the matter passing through the said tunnel shall be dispersed into the waters of the New York Bay through a series of outlets discharging forty feet or more beneath the surface of the water at mean low tide. From the end of the tunnel connections shall be made with four or more discharge pipes extending across the current, spaced about one hundred feet apart, laid in trenches on the bottom of the Bay, and of a size decreasing in diameter from about six feet to two feet. On the top of these

MERCHANTS' ASSOCIATION IN BATTLE FOR THE HARBOR

discharge pipes will be a series of not less than one hundred and fifty tees of a diameter not exceeding one foot, and spaced approximately ten feet apart. On each of these vertical tees shall be placed outlets arranged to discharge horizontally across the tidal current and the extent of the dispersion area used for this system of outlet pipes shall cover at least 3.5 acres of the bottom of the Bay.

"Second: The Passaic Valley Sewerage Commissioners further agree with the United States that in the operation of said sewer system of all times the following results shall be secured, either through compliance with the requirements of the immediately preceding paragraphs, or through requisite lawful additional arrangements, viz:

"(1) There will be absence in the New York Bay of visible suspended particles coming from the Passaic Valley Sewage.

"(2) There will be absence of deposits objectionable to the Secretary of War of the United States in the New York Bay coming from the Passaic Valley sewage.

"(3) There will be absence in the New York Bay and its vicinity of odors due to the putrefaction of organic matters contained in the Passaic Valley sewage thus discharged.

"(4) There will be a practical absence on the surface of New York Bay of any grease or color due to the discharge of the Passaic Valley sewage at the dispersion area or elsewhere.

"(5) There will be no injury to the public health which will be occasioned by the discharge from the said sewer into the Bay of New York in the manner proposed and no public or private nuisance will be created thereby.

"(6) The absence of injurious effect from said sewage discharge, upon the property of the United States situated in the Harbor of New York.

"(7) The absence of reduction in the dissolved oxygen contents of the waters of New York Bay, resulting from the discharge of Passaic Valley sewage, to such an extent as to interfere with major fish life.

"Third: The said Passaic Valley Sewerage Commissioners further agree with the United States that so long as said sewer system, or any part thereof, is operated, the United States shall have, through such representatives as may be designated by the Secretary of War at any time for such purpose, full

opportunity to inspect the condition and working of the sewer system, with a view to determining whether this contract is being in all respects performed, and that the said Passaic Valley Sewerage Commissioners will render such expert or other assistance as the United States may desire in the course and in aid of such inspection and determination.

"Fourth: The United States agrees with the Passaic Valley Sewerage Commissioners that forthwith upon the filing of this agreement, properly executed, in the office of the Clerk of the Supreme Court as a stipulation of the parties in the suit, it will discontinue its intervention in the above entitled suit and will cause its petition of intervention to be dismissed without prejudice, and will not again intervene in the said suit.

"Fifth: The United States and the Passaic Valley Sewerage Commissioners mutually agree, that this contract shall not become effective in any part, except the next succeeding divisions, unless or until all such permits as would be requisite under the statutes of the United States for the construction, maintenance or operation of said sewer system without this contract are actually obtained from the United States, or unless or until such permits are made conditional upon compliance at all times with all the terms and requirements of the divisions of this contract numbered First and Second, whether or not such permits contain other terms or conditions.

"Sixth: The Passaic Valley Sewerage Commissioners hereby consent that full compliance at all times with the terms and requirements of the first and second divisions of this contract be made express conditions of any permits issued by or on the part of the United States for construction, maintenance or operation of said sewer system, and agree with the United States that this contract shall establish such consent before all officers of the United States.

"Seventh: It is agreed between the United States and the Passaic Valley Sewerage Commissioners that this contract shall bind and also enure to the benefit of the successors of the latter.

IN WITNESS WHEREOF this instrument has been executed in triplicate; being signed in the name and on behalf of the United States by the Attorney General of the United States and in the name and on behalf of the Passaic Valley Sewerage Commissioners by their president, and being sealed also on be-

half of the said Passaic Valley Sewerage Commissioners with their corporate seal attested by their secretary; all on the fourteenth day of April, Nineteen hundred and ten."

Long Legal Battle

Contest Over the Sewer Was Begun Thirteen Years Ago

Since 1908 New Jersey has been trying to clear away obstacles to the construction of a big intercepting sewer that would discharge the sewage of 103 square miles of Jersey territory—including Paterson and Newark—into New York Bay. This was to be accomplished by means of a tunnel from Newark Bay, under Bayonne and Jersey City, that would terminate with a 12-foot outlet not far from the Statue of Liberty. New York fought this on the ground that the waters of the Bay are already alarmingly polluted, and in fact are almost at the limit of menace to the health of the great metropolitan district.

New York made it clear several years ago that there would be no objection to New Jersey discharging into New York Bay if the raw sewage were passed through a proper purification process. New Jersey promised to do this, but when the representatives of New York asked why Newark Bay was not used as the logical depository of purified Jersey sewage, no satisfying answer was forthcoming. It became apparent that while purification was promised that it was considered safer for the health of New Jersey to use New York Bay instead of Newark Bay as the emptying point. Thereupon New York resumed its objections and the big pollution battle was carried on more determinedly than ever.

Chairman Hatch Guaranteed State

Mr. Edward Hatch, Jr., Chairman of the Committee on Pollution and Sewerage of The Merchants' Association, with his associates, Colonel John Y. Culyer, Mr. Daniel D. Jackson and Dr. Albert Vander Veer, have carried on a never-flagging fight against the Jersey sewer project. They pointed out that an additional discharge of upwards of 360,000-000 gallons of raw Jersey sewage daily into New York waters, would be inviting an epidemic of typhoid and other diseases. Mr. Hatch, in particular,

CHAIRMAN HATCH LED FIGHT AGAINST SEWER

fought the scheme, going so far in his zeal as to guarantee by deposit the sum of \$50,000 of his own money, in order to insure the State of New York against possible loss in its battle against New Jersey. This \$50,000 has remained on guarantee for thirteen years.

Final argument in the case was heard at Washington during the present year, in January. By title it is called the State of New York vs the State of New Jersey and The Passaic Valley Sewerage Commission. The Hon. Charles Evans Hughes, present Secretary of State, represented New York, and Hon. George W. Wickersham, former Attorney General of the United States, argued for New Jersey.

An Expensive Proceeding

The suit has cost New York over \$152,000 to date. Incidental to it, the testimony taken reached 2,500,000 words and 265 exhibits were put before the court. The record contains a mass of original chemical and bacteriological data never before equalled. Its printing cost New York \$20,000, there being twelve large volumes of text, maps and diagrams.

Commenting on the decision Chairman Hatch said:

"It is to be regretted that the law could find no way to protect the health of the citizens who live on this beautiful harbor, the gateway of the Western world. The recommendations for co-operation with the people of New Jersey I fear will avail nothing as New York has sought cooperation so many times without success. The fact that the court will allow us to renew our plea in case new evidence of pollution is found, will not help us very much."

DUTIES REMITTED

Peru Will Collect Nothing on Exhibits at the Peruvian Centennial Exposition

The Peruvian Centennial Exposition, Incorporated, 44 Whitehall Street, in this City, announces that the Peruvian Government has determined to omit all Consular charges and Customs duties, from any part of the United States, pertaining to shipments of exhibits to the Peruvian Centennial Exposition. This applies even if merchandise should be sold during, or after, the Fair. This Exposition is to be held at Lima, July 28—September 28, 1921.

CITY EXPENDITURE SHOWN BY CENSUS

Bureau Gives out Figures Covering the 227 Cities Having a Population of 30,000

SHOWING GOOD ON THE WHOLE

An interesting report on the finances of cities of 30,000 population and more and covering the year 1919 has been issued by the Federal Census Bureau. It shows that most cities are living beyond their incomes and that the net debt of New York City, which is put at \$1,009,309,052, is nearly three-fifths of the total debt of all the other cities covered in the report, and more than seven times as great as the debt of Philadelphia which stands second with a net indebtedness of \$141,761,945.

A Good Showing

For the 227 cities taken together, the payments for governmental costs, including interest and outlays, exceeded the revenues by \$8,991,121, or \$0.26 per capita; but the revenues exceeded the payments for current expenses and interest by \$246,903,633, an amount equal to more than nine-tenths of their outlays. The payments for outlays or permanent improvements aggregated \$225,902,754. In other words, the cities of over 30,000 taken as a group paid from their revenues all their current departmental expenses and interest and nine-tenths of their outlays.

In all but four cities the revenue receipts exceeded the payments for current governmental expenses and interest; and in 117, or 52 per cent of the total number covered by the report, including some of the larger cities, the revenues exceeded the entire expenditures for governmental costs, including interest and outlays. During the preceding fiscal year the revenues exceeded the total expenditures in 80 cities, or 35 per cent of the entire number covered by the report for that year.

Revenues

The aggregate revenues of all the cities during the year were \$1,224,112,714, or \$35.32 per capita. The per capita receipts from property taxes amounted to \$23.13; from other taxes, \$2.10; from earnings of public service enterprises, \$3.68; from special assessments and special charges for outlays, \$1.99; and from all other sources combined, \$4.43. There was \$32,318,696 derived from taxes on the liquor traffic,

and this amount is smaller by \$3,257,687 than the corresponding sum reported for the fiscal year 1918.

Expenditures

The expenditures during the year for governmental costs in these 227 cities which aggregated \$1,233,111,835, or \$35.58 per capita, were in the order of their importance: For expenses of general departments (legislative, executive, and judicial establishments, schools, police and fire departments, sanitation, etc.), \$21.75 per capita; for outlays, \$7.38 per capita; for interest on indebtedness, \$4.52 per capita; and for expenses of public service enterprises (water-supply systems, electric light and power systems, docks, wharves, landings, etc.), \$1.92 per capita. The per capita, \$7.38, expended for outlays or permanent improvements was smaller than the corresponding payment for the preceding year, \$8.11.

Municipally-owned Public Service Enterprises

Next to taxes, the source of the largest item of revenue is found in the earnings of public service enterprises, which amounted to \$127,399,358. This sum is far in excess of the amount of payments for expenses of public service enterprises, \$66,700,066, thus leaving a net revenue from this source of \$60,699,192, or \$1.76 per capita. The bulk of the earnings of public service enterprises came from water-supply systems, from which the receipts aggregated \$95,304,064.

Indebtedness

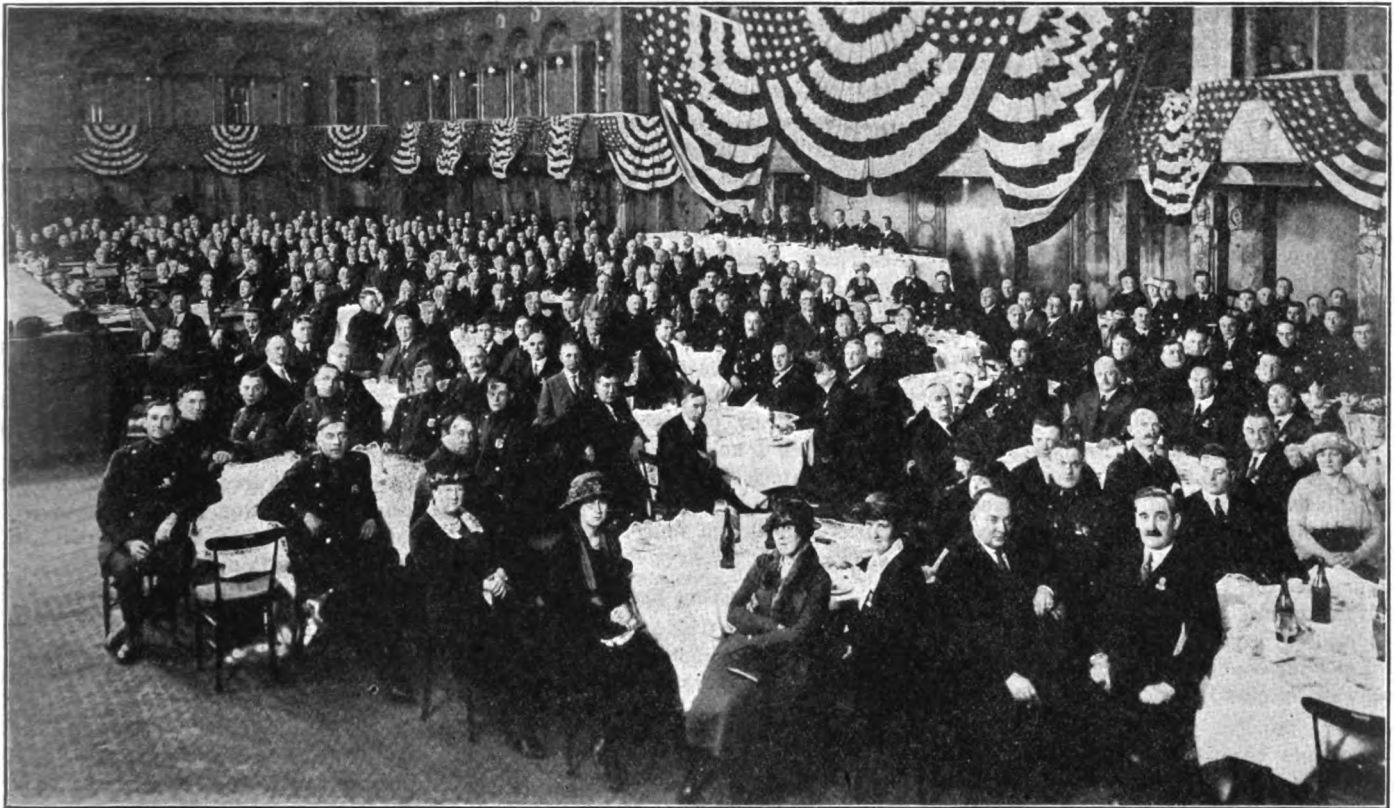
The net indebtedness (funded and floating debt less assets in general sinking funds) for the entire 227 cities amounted to \$2,697,551,844, or \$77.82 per capita. The net increase during the fiscal year for all the cities was very much less than the corresponding increase during the preceding fiscal year.

UNIFORM COMMERCIAL ARBITRATION

Mr. Julius Henry Cohen, counsel for the Chamber of Commerce of the State of New York, and a member of the American Bar Association's Committee on Commerce, Trade and Commercial Law, is engaged in drawing a uniform commercial arbitration law for adoption by the States, and a similar Federal arbitration law affecting interstate and foreign commerce. The Committee last week held sessions in the offices of The Merchants' Association.

This Association Entertains Police Delegates

Visitors from Twenty-six States Are Guests of The Association at Luncheon in the Hotel Commodore—Clever Theatrical Features Are Supplied by Two of the City's Leading Producers After the Luncheon—Conference Called to Coordinate Police Activities



DELEGATES TO THE POLICE CONVENTION ENTERTAINED AT LUNCHEON BY THE MERCHANTS' ASSOCIATION

The delegates to the National Police Conference of the United States, which convened at the Hotel Commodore last Tuesday, were entertained by The Merchants' Association on that day with a luncheon in the grand ballroom of the hotel.

Objects of the Conference

The conference was called by the Police Department to consider the following subjects:

Standardization of police procedure, methods and systems throughout the United States.

Closer cooperation between the various police departments of the country and a coordination of police work.

Standardization of traffic regulations and traffic symbols throughout the country.

Establishment of a Central Police Bureau, perhaps in Washington or

elsewhere, where criminal intelligence and constructive police information can be collected, and from which such intelligence or information may be distributed.

Establishment of some efficient method of handling criminal immigration through United States ports or over the borders from Mexico and Canada.

Establishing some system of controlling and tracing the movements of criminal anarchists or radicals.

Establishment of some efficient method of distributing information regarding the movements of known criminals in and out of prisons.

Mr. Morgan Presided

President William Fellowes Morgan presided over the luncheon with Police Commissioner Enright sitting on his right hand side and Mr. Oliver Morosco on his left. There were 300 delegates and guests at the tables. A theatrical

entertainment supplied and directed by Mr. Morosco and Mr. C. B. Dillingham followed the luncheon. Music was furnished by an orchestra under Mr. A. J. Garring, Musical Director of The Hippodrome.

At the Speakers' Table

The delegates sat down to luncheon at 12:15 o'clock. At the speakers' table were:

The Hon. Richard E. Enright, Police Commissioner of the City of New York.

Mr. William Fellowes Morgan, President of The Merchants' Association of New York.

Mr. Oliver Morosco.

The Hon. Douglas I. McKay, Ex-Police Commissioner.

The Hon. John A. Harriss, Special Deputy Police Commissioner.

Mr. Edmond A. Guggenheim, Special Deputy Police Commissioner.

Dr. Carleton Simon, Special Deputy Police Commissioner.

POLICE DELEGATES ARE GUESTS AT A LUNCHEON

Mr. John M. Shaw, Special Deputy Police Commissioner.

The menu was as follows:

CELERY	GRAPE FRUIT	OLIVES
	SPRING CHICKEN ON TOAST	
	CREAMED POTATOES	
HEART OF LETTUCE, RUSSIAN DRESSING		
	VANILLA ICE CREAM	
	CAFE NOIR	
SCHINASI NATURALS		
CIGARS		
APOLLINARIS		

Welcomed the Delegates

When coffee had been served Mr. Morgan rapped for order and extended a welcome to the delegates on behalf of The Merchants' Association. He explained the character of The Association's membership of 6,700, which includes all fields of business activity.

"When we heard of this convention," Mr. Morgan continued, "we were immediately interested. We realize the value of organization and therefore we found ourselves in sympathy with the purposes of this conference. Without organization it is very difficult to accomplish anything and we are hopeful that your consultations here will be followed by good results."

Mr. Morgan spoke only for a few moments saying that it was not the purpose of The Merchants' Association to occupy time in speeches. He then called upon Police Commissioner Enright, of the Police Department of New York City.

Thanked The Merchants' Association

"I desire to express to the President of The Merchants' Association and to his great organization the appreciation of the delegates to this convention and of the Police Department of New York City," Commissioner Enright said. "The Merchants' Association stands for great things in the City of New York."

"We are trying to organize and strengthen the police forces of the country so that they may grapple more efficiently with the problems which have followed the close of the Great War. Each of the police forces is excellent in itself, but we have never had the co-operation and team work that are necessary to enable them to work together. We may be called upon to face an invasion from bankrupt Europe, which will be difficult to handle."

"It is unnecessary for me now to enter into the purposes of the conference

in detail. These have already been explained.

"We have representatives here from twenty-six of the thirty-six States which indicated their intention to send delegates to the conference and this shows the interest which is being taken by the men who wear the uniform. We are hopeful that good results will follow the deliberations of the meeting."

Mr. Morosco's Speech

Mr. Morgan then called upon Mr. Oliver Morosco, explaining his connection with the Police Department and the active part which he took in the organization of the theatrical squad.

"I bring you a greeting from the theatrical profession," Mr. Morosco said. "I am very glad indeed to have you here and I am glad that you have been able to hear the President of The Merchants' Association and our excellent Police Commissioner. It has given us pleasure to provide an entertainment, which I hope will amuse you. I am not going to take your time in a speech, but I say long live The Merchants' Association and long live each one of you."

An Interesting Entertainment

Mr. Harrison Green then appeared upon the stage which had been erected opposite the speakers table in the middle of the Grand Ball Room where the luncheon was given.

Mr. Green announced that he was the "program" of the occasion and he set the audience laughing with the droll stories which he told by way of introduction. He then introduced Miss Bee Lee, of San Francisco, who specializes in creative dances. She aroused enthusiastic applause, as did all the other performers.

Miss Lee was followed by Mr. Harry Truax, a baritone singer; Miss Mary Woodyatt, prima donna, the "Four Roses," acrobatic dancers; Miss Margaret McKee, a whistler, who aroused much enthusiasm by her imitation of a mocking bird; Mr. Malcolm Hicks, a tenor singer; Miss Nannette Flack, prima donna from the Hippodrome; and Miss Swan Wood, a temperamental dancer.

The conference lasted until Saturday afternoon, daily sessions being held in the Hotel Commodore, during which many subjects of importance to law enforcement were discussed.

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WILL INVESTIGATE CARE OF SOLDIERS

Committee on Military Affairs to Ascertain Conditions of Disabled Men in This Vicinity

CHARGES OF NEGLECT MADE

The Merchants' Association's Committee on Military Affairs has been requested by the Executive Committee to make an inquiry concerning conditions surrounding the care of disabled veterans of the World War located in or near New York City, in hospitals or elsewhere.

Members of the Committee

The members of the Committee on Military Affairs are as follows:

Mr. William M. Baldwin, President of the Seaman Waste Wood Chemical Company, Chairman.

Mr. Stephen Farrelly, Manager of the American News Company.

Commodore Louis M. Josephthal, of Josephthal and Company.

Major General Charles F. Roe, formerly head of the National Guard of the State of New York.

Major J. Beaumont Spencer, of the Sinclair Oil Refining Company.

American Legion Asked Endorsement

The matter was brought to the attention of the Executive Committee by National Commander F. W. Galbraith, Jr., of the American Legion, who asked support of The Merchants' Association for a program to remedy unfortunate conditions surrounding the relief work for disabled soldiers, sailors and marines. The proposals for relief have been embodied in five bills now pending in Congress.

The members of the Executive Committee expressed sympathy with the disabled soldiers and indignation at conditions depicted by Col. Galbraith. In view of the fact that the members of the Committee have no personal knowledge of actual conditions and of the remedies suggested, the Military Committee was asked to make an inquiry and submit definite recommendations.

A BUSY POST OFFICE

In New York City 15,000,000 pieces of mail are handled daily by a force of 12,000 postal employees.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

WILL EXAMINE FAIRNESS OF CHARGES MADE FOR GAS

Special Committee Will Be Named by President Morgan to Investigate Assertion That Large Consumers Are Paying More and Small Consumers Less Than They Ought to Pay

The Merchants' Association has authorized President William Fellowes Morgan to appoint a Special Gas Committee to examine into a report made by The Association's Committee on Public Utilities and Law, of which Mr. James Gilbert White is Chairman, regarding the cost of supplying gas and the reasonableness of the present schedule of rates.

Report of the Committee

The Committee calls attention to the fact that hundreds of thousands of gas meters are idle during certain months of the year owing to the absence of consumers, and that the cost to maintain them falls upon the large users of gas, whose rate is thereby unfairly raised. The report of the Committee reads as follows:

"Gentlemen: The Association has received letters from—

Childs Company, 200 Fifth Avenue
Lehmaier, Schwartz and Co., 205 East
Twenty-second Street

A. Goodman and Sons, 634 East Seventeenth Street

E. N. Hall, 320 Broadway

Art Color Printing Company, 209
West Thirty-eighth Street, and

Eleven others at latter address,

requesting The Association to take such action as might be thought desirable to secure the adoption of a graduated scale of rates for gas, to provide a lesser rate of charge for large than for small consumers.

"In considering this question, your Committee conferred with

Messrs. R. C. Carter, Vice-President, C. G. M. Thomas, Vice-President, and Judge W. L. Ransom, Counsel, of the Consolidated Gas Company of New York.

Revenue Cut Off in Summer

"These gentlemen informed the Committee that throughout the year an average of 250,000 premises in which the Company has meters, consume little or no gas. During this time the Company receives from these consumers no revenue for the use of its property, but on the contrary is compelled to incur a material and continuing outlay for reading such meters and the clerical expense of keeping the necessary records.

"Excellent Work"

April 29, 1921.

The Merchants' Association of New York.

Gentlemen: Permit me to congratulate you upon the excellent work done by the Anti-Litter Bureau of your Association. The psychological effect produced by the concerted action of the school children (future men and women of the community) in inspecting and reporting the unclean conditions in the municipality will certainly have a far-reaching result. The idea is worthy of the highest praise.

May I request that you convey to your little Block Captains an assurance of my sincere cooperation and support in their efforts to make our City a cleaner and healthier place?

Yours very truly,

*Henry H. Curran,
President Borough of Manhattan.*

"These conditions compel the Company to charge a higher rate per unit of product than would be necessary were each customer required to pay the costs thus incurred for his sole benefit, irrespective of the quantity of gas consumed by him.

"Under the present system of flat rates based solely upon consumption, large users pay an unduly large part of the aggregate service costs.

"It is the opinion of the Company that the division of its charges into a service charge to cover the costs indicated, and a consumption charge per unit consumed, would be more equitable than the system now in use.

Public Service Board Must Consent

"Before such a change as indicated can be made effective, it must have the approval of the Public Service Commission. That Commission is unlikely to act upon an application for such proposed readjustment of rate schedules before the conclusion of the pending court proceedings. At that time the matter may properly be presented for action by the Commission.

"If so presented, the application should represent the consensus of busi-

ness opinion throughout the City, and should state in detail the conditions which seem to warrant such application. We believe, therefore, that other principal business organizations, representing the various parts of the City, should be requested to cooperate with this Association, in the manner and for the purpose stated below. We therefore recommend:

A

"That the President of The Merchants' Association be requested to organize a Special Joint Gas Committee fully to examine into and report upon the questions.

"1. Are large consumers of gas equitably entitled, because of lesser cost of supplying them with service, to a lower rate than that charged small consumers

"2. If so, should the present flat rate charges for gas be superseded by

(a) A graduated scale of rates decreasing in proportion to the quantity of gas consumed?

(b) A flat rate per unit consumed (as at present), but fixing a minimum monthly charge?

(c) Segregated charges, comprising a separate service charge to be imposed monthly, irrespective of the quantity of gas consumed, plus a separate charge for quantity consumed at a fixed uniform price per unit?

* * *

O

"That the several gas companies concerned be requested to appoint a committee representing the gas interests, to confer with the Special Joint Gas Committee, with a view to reaching, if possible, an agreement upon the principle of an equitable graduated or differential scale of gas rates, and upon a suitable method for its application with reference to existing conditions."

The question of asking other commercial organizations to join in taking action was left to the President of The Association.

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The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE DECISION OF THE UNITED STATES SUPREME COURT IN THE PASSAIC VALLEY SEWER

The Merchants' Association is naturally disappointed that the Supreme Court of the United States did not uphold in its entirety the contention of New York State that the outflow of sewage from the Passaic Valley into the Upper Bay of New York Harbor would have consequences sufficiently grave to warrant an injunction. Nevertheless, the finding of the court gives New York much more than half a loaf.

In the course of the long litigation which was started originally by The Merchants' Association thirteen years ago, a stipulation was made between New Jersey and the Attorney General of the United States under which New Jersey agreed to treat the sewage before its release in the Harbor, so that no injurious substances should be permitted to escape into the harbor waters. The court regards this stipulation as a binding contract sufficient to protect the harbor. The Merchants' Association contended that it would be impossible to trace to its source any pollution of the Harbor waters that might result from the execution of the Passaic Valley sewer plan, and that this fact would destroy any benefit that might be derived from the stipulation. Recognizing this objection, the court grants permission for a renewal of the application for an injunction in case the proposed purification of the sewage does not satisfy the requirements of the stipulation.

The Merchants' Association hopes that it will not be necessary to renew the application for permanent injunction against the execution of the Passaic Valley plans and that its fears regarding the adequacy of this stipulation may prove to be groundless. It has pointed out that if New Jersey believes the stipulation to be inadequate, there is no reason why it should not permit the effluent from the sewer to flow into Newark Bay and thus save the expenditure of the \$5,000,000 or more that the extension of the tunnel to New York Harbor would involve.

The fight for the purification of the

Harbor waters on both sides of the Harbor will be continued with renewed vigor.

A GREAT EVENT IN THE HISTORY OF THE PORT OF NEW YORK

The signing of the "treaty" between the States of New York and New Jersey and the creation by legislation enacted thereunder of the Port Authority which is now in charge of the development of the harbor, marks a tremendous event in the history of the greatest port of the Western Hemisphere.

This fact was recognized by Governor Miller, who represented the State of New York at the ceremony of signing the treaty. He said:

"The work which this Port Authority has to do is second in importance to none that I can think of. Indeed, if this work shall bear fruit, I think it exceeds in its future consequences, not only to the people within what we call the Port District, but as well to the entire commerce and industry of the country—that it will exceed in importance any single enterprise or undertaking that we know of."

The Merchants' Association for years has endeavored to bring about the adoption of a plan for the comprehensive and early development of the Port. The haphazard methods of the past, which often have been influenced by considerations of partisan politics, have made the deficiencies of the Port notorious throughout the world. It is literally true that the failure of New York to develop this wonderful resource has on many occasions driven commerce elsewhere.

These conditions, which have been nothing less than a disgrace to the City, are about to be ended. The comprehensive study and plans made by the New York, New Jersey Port and Harbor Development Commission, and recently published, indicate the extent and character of the work that must be done to unify and coordinate the facilities of the Port.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

NEW STATUTES FRESH FROM THE LEGISLATURE OF 1921

Legislative Service Bureau Analyzes the Provisions of the Law Creating the New State Board of Estimate and Control—For Revision of City Charter

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of new laws, passed by the State Legislature, which will be printed in "Greater New York."

Creates State Board of Estimate and Control

Chapter 336, Laws of 1921

(Sen. Int. No. 1136, Print 1703, by Mr. Lusk)

An Act to amend the State Finance Law in relation to creating the Board of Estimate and Control and abolishing the Central Supply Committee. Approved April 28, 1921; effective immediately.

Creates a State Board of Estimate and Control composed of the Governor, the State Comptroller, and the chairman of the Senate Finance Committee and the Assembly Ways and Means Committee. The Board would be required to consider and adopt plans for eliminating extravagance, waste and duplication of effort in the various State departments and institutions.

The Central Supply Committee is abolished and the duties hitherto performed by it in connection with the purchase of State supplies are transferred to the new Board.

In addition to being charged with the preparation of the annual executive budget, the Board is given broad investigative powers and authorized, in its discretion, to dispose of any personal property of the State by sale or exchange or by transfer from one department or institution to another.

The Act carries an appropriation of \$60,000.

Charter Revision Commission

Chapter 343, Laws of 1921

(Sen. Int. No. 1248, Print 1765, by Mr. Meyer)

An Act to provide for the appointment of a commission to inquire into the local government of the City of New York. Approved April 30, 1921; effective November 1, 1921.

Creates the New York Charter Commission, consisting of fifteen persons, residents of New York City, to be appointed by the Governor within thirty days after November 1, 1921. As members of the Commission the Gov-

ernor is required to appoint the Mayor, the Comptroller, one of the Borough Presidents, and one member of the Board of Aldermen.

The Commission is empowered to investigate the local government of New York City, the manner of conducting and transacting business in the several departments, boards and offices thereof, the effect and working of the Greater New York charter, and all other acts relating to the City, and to suggest such legislation as it may deem advisable with respect thereto. The Commission is also charged with drafting and submitting with its final report a new charter and, within its discretion, an administrative code or other body of supplementary local law for enforcement within New York City. Progress reports are to be made to the 1922 Legislature and a final report to the 1923 Legislature, together with bills to carry out the recommendations of the Commission.

Corporate Trust Mortgages

Chapter 419, Laws of 1921

(Sen. Int. No. 1235, Print 2074, by Mr. Walton)

An Act to amend the Lien Law in relation to chattel mortgages. Approved April 30, 1921; effective immediately.

Section 230 of Article 10, requiring that chattel mortgages be filed, is amended by adding the following new matter:

This article shall not apply to the mortgage or pledge of or lien upon stocks, bonds, debentures, notes or other evidences of indebtedness, or contracts or choses in action, created by one or more corporations to a trustee to secure the payment of bonds, debentures or notes issued or to be issued by such one or more corporations, where by the terms of a written instrument creating or evidencing such mortgage, pledge or lien some or all of such stocks, bonds, debentures, notes or other evidences of indebtedness or contracts or choses in action are to be delivered to such trustee at a future date on a release thereof by a trustee under any prior mortgage or instrument of pledge, and every such mortgage, pledge or lien upon such securities shall, without filing or recording, be valid as against creditors of every such corporate mortgage or pledgor.

Permits Corporations to Issue Stock to Employees

Chapter 361, Laws of 1921

(Sen. Int. No. 1183, Print 1739, by Mr. Burlingame)

An Act to amend the Stock Corporation Law in relation to the issue of additional stock to employees. Approved April 30, 1921; effective immediately.

Section 62-a, as amended by Chapter 45 of the Laws of 1921, is further amended to provide that any corporation may with the consent of the stockholders either under such restrictions as they shall impose or, upon such terms and for such consideration as they shall direct, issue any part or all of its unissued stock or additional stock authorized by Sections 22 and 62 to employees of the corporation or to employees of a subsidiary corporation.

Chattel Mortgages on Stocks of Merchandise

Chapter 452, Laws of 1921

(Assem. Int. No. 1567, Print 1959, by Mr. J. G. Moore)

An Act to amend the Lien Law in relation to chattel mortgages on stocks of merchandise. Approved May 2, 1921; effective immediately.

Adds new Section 203-a, to read as follows:

Chattel mortgages on stocks of merchandise. Every mortgage or conveyance intended to operate as a mortgage upon a stock of merchandise in bulk or any part thereof, or upon merchandise and fixtures pertaining to the conduct of the business of the mortgagor, shall be void as against the creditors of the mortgagor, unless the mortgagor shall at least five days before the execution of such mortgage make a full and detailed inventory, showing the quantity and, so far as possible with the exercise of reasonable diligence, the cost prior to the mortgage; and unless the mortgagee demand and receive from the mortgagor a written list of the names and addresses of the creditors of the mortgagor due or owing to each and certified by the mortgage, under oath to be a full, accurate and complete list of his creditors. And of his indebtedness; and unless the mortgagee shall at least five days before the execution of such mortgage, notify personally or by registered mail every creditor whose name and address is stated in such list, or of which he has knowledge, of the proposed mortgage and the terms and conditions thereof.

Miscellaneous

Amends Flag Law.—Chapter 428, Laws of 1921, approved April 30, 1921; effective immediately. (Assem. Int. No. 1265, Print 1910, by Mr. Carroll). Amend subdivision 16 of Section 1425 of the Penal Law, by prohibiting the use of any flag, standard, color, shield or ensign of the United States, or of the State of New York, as a receptacle for the placing, depositing or collecting of money or any other article or thing.

Inheritance Tax Law.—Chapter 476, Laws of 1921, approved May 2, 1921; effective July 1, 1921. (Sen. Int. No. 1182, Print 1769, by Mr. Davenport). Transfers from the State Comptroller

ABSTRACTS OF NEW LAWS OF IMPORTANCE

to the State Tax Commission the administration of the inheritance tax law; provides for the appointment by the Tax Commission of a salaried transfer tax appraiser for each of the five counties in Greater New York; also amends Section 230 of the Tax Law by providing that "any transfer of his property made by a decedent by deed, sale or gift within two years prior to his death, without a valid and adequate consideration therefor, shall be presumed to have been made in contemplation of death within the meaning of this chapter."

Personal Income Taxes.—Chapter 477, Laws of 1921, approved May 2, 1921; effective July 1, 1921. (Sen. Int. No. 1234, Print 1777, by Mr. Davenport.) Provides for the collection of personal income taxes by the State Tax Commission instead of by the State Comptroller.

Voting Machines.—Chapter 391, Laws of 1921, approved April 30, 1921; effective immediately (Sen. Int. No. 10, Assem. Print 2084, by Mr. Tolbert). Provides that the New York City Board of Elections shall adopt and install voting machines to be used at all elections; that at least twelve per cent of all polling places shall be equipped with such machines for the general election of 1921; thirty-five per cent by 1922, and the remainder of the polling places to be so equipped by 1923. The Board of Elections must decide before July 1, 1921, the election districts in which the machines are to be installed for 1921 and 1922.

Women Proofreaders.—Chapter 489, Laws of 1921, approved May 3, 1921; effective immediately. (Assem. Int. No. 184, Print 1942, by Miss Smith.) Amends Section 2 of the Labor Law, by providing that the provisions of the Labor Law prohibiting the employment of women over 21 as proofreaders at certain hours shall not apply to newspaper publishing establishments, linotypists and monotypists.

MONEY IN CIRCULATION

Money in circulation in the country on November 1, 1920, reached a new high total, exceeding by a considerable margin the amount of money in circulation in previous months. Estimates announced by the Treasury Department place the amount of money in circulation on November 1 at \$6,393,140,821, as compared with \$6,297,765,298 on October 1 and \$5,816,925,779 on November 1 of last year.

NATIONAL CHAMBER ELECTS OFFICERS

Meeting in Atlantic City Selects Executives to Represent Business During the Coming Year

SECOND TERM FOR MR. DE FREES

Mr. Joseph H. De Frees of Chicago was re-elected President of the Chamber of Commerce of the United States at the conclusion of its Ninth Annual Meeting in Atlantic City. Other officers named by the Chamber's Board of Directors were:

Vice-President, Mr. A. C. Bedford, Chairman of the Standard Oil Company of New Jersey; Mr. William Butterworth, Moline, Illinois, President of Deere and Company; Mr. Frederick J. Koster, San Francisco, President of the California Barrel Company, and Mr. Philip S. Tuley of New York.

Honorary Vice-Presidents, Mr. Charles Nagel of St. Louis; Mr. A. B. Farquhar of York, Pennsylvania; and Mr. L. S. Gillette of Minneapolis.

Treasurer, Mr. John Joy Edson, of Washington, D. C.

Senior Counsel, Mr. Harry A. Wheeler of Chicago; Mr. John H. Fahey of Boston; Mr. Homer L. Ferguson of Newport News, Virginia; and Mr. Willis H. Booth of New York.

Chairman of the Executive Committee, Mr. A. C. Bedford.

The New Directors

Election of the Board of Directors for the various districts resulted as follows: District 1, Mr. William T. Hincks, Hincks Brothers, Bridgeport, Connecticut; Mr. Wesley F. Morse, Goodnow, Morse, Brooks Company, Woonsocket, Rhode Island. District 2, Mr. Andres C. Pearson, Treasurer United Publishers' Corporation, New York. District 3, Mr. Henry M. Victor, President First Union National Bank, Charlotte, North Carolina. District 4, Mr. Frank Kell, President Wichita Mill and Elevator Company, Wichita Falls, Texas. District 5, Mr. Clarence M. Howard, President Commonwealth Steel Company, Milwaukee, Wisconsin. District 6, Mr. Max W. Babb, Vice-President Allis-Chalmers Company, Milwaukee, Wisconsin. District 7, Mr. Charles C. George, President George and Company, Omaha, Nebraska. District 8, Mr. Fred C. Richmond, Richmond Hardware Company, Salt Lake City, Utah. District 9, Mr. J. H. Bloedel, Bloedel-Donovan Lumber

Mills, Seattle, Washington; Mr. O. M. Clark, Clark-Wilson Lumber Company, Portland, Oregon.

Chairman of Committees

Civic Development—Mr. Fred B. Wells, Vice-President F. H. Peavey and Company, Minneapolis, Minnesota.

Fabricated Production—Mr. A. J. Brosseau, President International Motors Company, Allentown, Pennsylvania.

Foreign Commerce—Mr. Paul Shoup, Vice-President Southern Pacific Railway Company, San Francisco, California.

Finance—Mr. Lewis E. Pierson, Chairman of the Board, Irving National Bank, New York, and First Vice-President of The Merchants' Association.

Natural Resources Production—Dr. J. H. Rose, President Exchange Supply Company, Tampa, Florida.

Domestic Distribution—Mr. Theodore F. Whitmarsh, President Francis H. Leggett and Company, New York.

Transportation and Communication—Mr. Lewis B. Stillwell, L. B. Stillwell and H. S. Putnam, New York.

Insurance—Mr. James S. Kemper, President James S. Kemper and Company, Chicago; Mr. C. H. Remington, Vice-President Aetna Casualty and Surety Company, Hartford, Connecticut.

FOREIGN TRADE COUNCIL

Six Delegates Represented This Association at Last Week's Cleveland Meeting

The Merchants' Association was represented at the meeting of the Foreign Trade Council in Cleveland last week by the following members of its Committee on Foreign Trade:

Mr. E. A. deLima, President of the Battery Park National Bank;

Mr. C. F. Gregory, International Harvester Company, Incorporated;

Mr. C. A. Richards, Vice-President of G. Amsinck and Company;

Major George H. Richards, Vice-President of the Dalton Adding Machine Company;

Mr. William H. Knox, President of William H. Knox and Company, exporters, and Mr. W. H. Mahoney, Manager of The Merchants' Association's Foreign Trade Bureau, were also members of the delegation.

FOREIGN BORN POPULATION

The total foreign born population of the United States is 13,703,987.

CUBAN TEXTILE SITUATION BAD

This Association Calls Attention to Widespread Failure to Pay Obligations Incurred

HIGH PRICED STOCKS UNSOLD

Because textile importers in Cuba are failing to pay for large purchases made in this country when prices were higher than they are now, and are buying surreptitiously for cash in order to supply themselves with stocks, The Merchants' Association acted upon a report made by its Foreign Trade Committee to the Executive Committee last Monday as follows:

"At a meeting of your Committee on Foreign Trade, held on Wednesday, April 27, 1921, the adoption of the following preambles and resolution by The Association was unanimously recommended:

"Whereas, The Association of Cotton Textile Merchants of New York and the Converters' Association advise The Merchants' Association of New York that the textile merchants in Cuba are appealing to authorities in Cuba for relief from the situation arising as a result of the oversupply of cotton piece goods in Cuba; and

"Whereas, We are informed that the necessary legislation now exists in Cuba whereby relief might be obtained; and

"Whereas, The interest of the textile industry in the United States is intimately related to an adjustment of the situation in Cuba, now therefore be it

"Resolved, That The Merchants' Association of New York recommends that the Department of State should endeavor, along whatever lines may be deemed best, to bring the matter to the attention of Cuban authorities, in the hope that a way may be found to solve the present situation through a limited embargo or such other action as the Cuban government may deem expedient."

Huge Unsold Stocks

"This action is based upon reports to the Committee that there are 65,000,000 yards of cotton piece goods unsold in Cuba, which is more than a year's normal supply; that approximately \$21,000,000 is due the American sellers of this merchandise and that payments, after repeated discounts and ex-

tensions through Government moratorium and law, as well as through agreements between buyer and seller, amount to almost nothing; that distributing buyers are no longer buying from importers in Cuba who hold these stocks and to whom they are largely indebted, but are coming to the United States and making cash purchases (practically no house will give them credit) from irregular sources of supply, which practice precludes the possibility of a return to normal conditions; that in the last six weeks the textile situation, and in fact the entire general financial situation in Cuba, has become more serious and threatens a general breakdown of business there; that since this is one of the largest lines of business in Cuba threatened with serious results, any effort to assist these merchants will doubtless aid all business in Cuba and will materially aid the textile industry in the United States.

Origin of the Figures

"The foregoing data were supplied to the Committee by representatives of the cotton textile industry in New York, who appeared personally before the Committee, and were supplemented and corroborated by figures furnished by the Foreign Trade Bureau of The Association, which showed that the textile shippers in our membership are suffering far more from the Cuban situation than any other group.

"Textile importers in Cuba are reported to be petitioning Cuban authorities to effect a limited import embargo running approximately eight months, the embargo to be raised automatically when certain percentages of existing stocks are sold or if prices to consumers advance beyond a certain point. This is similar to the embargo on imports of rice announced by Cuban authorities some time ago and still effective, which is considered to be successful from the point of view of buyers, sellers and consumers."

INCREASE IN MOTOR CARS

The number of motor vehicles registered in New York State in 1920 exceeded the entire registration for the United States in 1910.

CITIES IN THE UNITED STATES

There were 2,739 municipalities of 2,500 or more inhabitants in the United States in 1920.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

LONDON CONTRACT EXPORT FORMS

Examples Covering Staple Products May Be Seen at the Foreign Trade Bureau

NO STANDARD FOR WOOL TRADE

The Merchants' Association of New York has obtained copies of standard contract forms in use in connection with the movement of certain staples in overseas commerce. These forms have been obtained in London and show the terms under which London merchants in these lines conduct their business.

They are available at The Association's offices where they may be examined by any person who is interested.

The list which was received during the week is as follows:

The London Oil and Tallow Trades Association (Contract for General Business)

The Liverpool United General Produce Association, Ltd. (Official General Arrival Contract—C. I. F.)

The London Oil and Tallow Trades Association. (Contract for Australian Tallow, C. I. F. Terms)

The London Oil and Tallow Trades Association. (Contract for Australian Tallow, C. I. F. Terms. Payment on arrival)

The London Oil and Tallow Trades Association. (Contract for South American Tallow. C. I. F.)

The London Oil and Tallow Trades Association. (Contract for South American Tallow, with "Title" Guarantee. C. I. F. Terms)

The Liverpool United General Produce Association Ltd. (Official Contract for South American Tallow Frigorific Brands)

The General Produce Brokers Association of London (C. I. F. Contract Form).

With regard to the wool trade, there is quoted below part of a letter received from the Associated London Selling Wool Brokers:

"There is not a standard form of contract used in the wool trade, as the form of contract would vary in accordance with the business effected. But, as far as the Colonial Wool Sales in London are concerned, the terms of these sales are—Cash in fourteen days, or before delivery, if required; tare actual; draft 1 pound, per hundred weight.

EXPRESS COMPANY PROPOSES CHANGES

**Shippers May Be Heard Before
May 15 if They Will Make Proper
Application to Company**

CLASSES AND RATES AFFECTED

Prepared by the Traffic Bureau of The
Merchants' Association

The Traffic Bureau of The Merchants' Association has received a docket of classification changes proposed by the American Railway Express Company, which the carrier intends to include in a supplement to be filed with the Interstate Commerce Commission May 15, to become effective July 1. The docket proposes specific ratings and packing requirements upon the following articles, in addition to those which are already provided for in the current classification:

	Class
CIGARS.—Must be corded and sealed.....	1
FELTS, Paper Makers—Must be boxed....	1
PORCH SHADES, wood slat (not including venetian blinds)	1
EXTRACTS, flavoring	1
GUM, chewing	1
MATTING, grass, or RUGS, grass	1
OILS, essential	1
PAPER NAPKINS	1
TAGS, cardboard or paper	1
WATER, distilled or otherwise	2

The carrier proposes amendments in ratings, descriptions, or packing requirements upon the following articles:

FRUIT, green,
INSECTICIDES, agricultural,
LIQUOR, alcoholic, fermented, malted, spir-
itous, vinous, and other intoxicating liquor,
in barrels, casks or wooden boxes.

In addition to the foregoing changes the carrier proposes to change several rules dealing with C. O. D. shipments and the marking of freight. A minimum charge for each empty carrier returned is also proposed.

Hearings for interested shippers may be arranged by application either in person or by writing Mr. George S. Lee, Traffic Manager, American Railway Express Company, 51 Broadway, New York City, prior to May 15, 1921.

INCOMES IN NEW YORK

Among the New York State income taxpayers for 1919 were 750 persons whose incomes ran from \$100,000 to \$150,000.

NEW PAPER IN CANTON

The Chamber of Commerce of Canton, Ohio, has begun the publication of a paper entitled "The Cantonian."

Good Words

The Evening Post

The Merchants' Association of New York performed a public service when it issued its recent statement on current labor questions through its Committee on Industrial Relations. The report of this committee is distinguished for its moderate tone in discussing some of the more vexed issues of the present and for its attitude toward the open shop campaign. The response of associations of employers in other cities and the requests for copies of the statement are both a compliment to The Merchants' Association and evidence of how ready are widespread business groups in the United States to react to constructive leadership.

In asserting that "the establishment or operation of an open shop should not in any way affect the employees' right to join or not to join a labor union or any other organization seeking by lawful means to promote the interests of industrial workers," and that employers should not use their present advantage "merely to penalize labor for its misuse of power or to fortify themselves for another test of strength," The Merchants' Association statement is markedly distinguished from other current expressions of the employers' point of view. The disposition to turn the so-called American Plan shop into a shop closed against union members has been fairly widely evinced. The comment of The Merchants' Association applies a corrective influence just at a time when it is needed.

CONVENTION CHANGES

Alterations in the May List of Events Scheduled for New York

The Convention Bureau of The Merchants' Association announces the following changes in the list of May conventions published in the May 2 issue of "Greater New York."

American Spice Trade Association, scheduled May 11, postponed to May 24-25.

National Plant, Flower and Fruit Guild, scheduled May 12, postponed to May 17.

CASH DISCOUNTS SUBJECT OF STUDY

**Industrial Bureau Publishes Results of an Inquiry Into
Twenty-one Industries**

ORDINARY DOMESTIC PRACTICE

Prepared by the Industrial Bureau of
The Merchants' Association

A study of cash discounts which manufacturers in certain industries allow to domestic purchasers of their goods has been made by The Association's Industrial Bureau at the request of a member. Twenty-one industries have submitted reports in reference to their policy concerning cash discounts.

Replies Show Customary Practice

Although the policies in many industries are not entirely uniform the replies, as listed below, indicate the customary practice:

Baby Vehicles:	2%—30 days	60 days net
Biscuits and Crackers:	1%—10 days	
Chairs:	2%—30 days (or less)	
Chemicals: No uniform practice		
Chewing gum:	1-2%—30 days	
Confectionery:	2%—10 days	30 days net
Cooperage:		30 days net
Feed:	No discounts allowed	
Flint and Lime Glass:	1%—15 days	30 days net (from date of invoice)
Gears:	1%—10 days	30 days net
Automotive branch	2%—10 days	30 days net
Large gear or mill work		usually 30 days net
Glue and Gelatin:	2%—10 days	30 days net
(Some few)	1%—10 days	
Hardware:	2%—10 days	60 days net
(small)		
Horn and Celluloid:	2%—10 days (Sometimes 30 days extra)	30-60 days net
Malleable Castings: No discounts allowed		
Medicinal chemicals and essential oils (deal only with wholesalers):	1%—10 days	30 days net
Paints and Oils:	1%—10 days	30 days net (or less)
Pharmaceuticals:	2%—10 days	60 days net
Stamps:	1%—10 days	30 days net
Some mfrs.	2%—10 days	
Many of largest mfrs.		10 days net
Stoves:	2%—10 days	30 days net (or 60 days with trade acceptance)
Surgical dressings:	1%—10 days	30 days net
Varnishes:	2%—10 days	60 days net (or less)

MISDIRECTED MAIL

The Postmaster General reports that the New York Post Office handles 350,000 pieces of misdirected mail every day.

PORT TREATY SIGNED WITH APPROPRIATE CEREMONY

Agreement Between New York and New Jersey for the Control and Development of the Harbor Is Made Effective—Governor Miller Forecasts Benefits

The Port Treaty, which has been strongly advocated by The Merchants' Association, was signed in the rooms of the Chamber of Commerce of the State of New York on Saturday, April 30, in the presence of Governor Miller of New York, and Senator Walter E. Edge of New Jersey.

The Port Authority

The signing of the Treaty between the two States abolished the New York and New Jersey Port and Harbor Development Commission, of which Mr. William R. Willcox was Chairman. The Commission was superseded by a new Port Authority which succeeds to the powers of the Commission.

Mr. E. H. Outerbridge, formerly President of the Chamber of Commerce of the State of New York, is Chairman of the Port Authority. The other members of the Authority are, on behalf of New York: Former Governor Alfred E. Smith, whose term expires in 1926; and former Borough President Lewis H. Pounds of Brooklyn, whose term runs till 1924; on behalf of New Jersey, Mr. J. Spencer Smith, whose term runs till 1923; Mr. De Witt Van Buskirk, whose term runs till 1924; and Mr. Frank E. Ford, who serves till 1925.

The Port District

The territory within the jurisdiction of the Port Authority includes eastern New Jersey and the west shore of the Hudson River in New York, as far north as Piermont Pier, Rockland County, including in its scope New Jersey cities and towns as far west and south as Paterson, Summit, New Brunswick and Atlantic Highlands, as far east as Jamaica and Port Washington, and the territory between the Hudson and the Connecticut State line, as far north as to include White Plains.

Governor Miller's Speech

Governor Miller was warmly applauded when he expressed his satisfaction upon witnessing the signing of the Port Treaty:

"I doubt that there is an adequate appreciation on the part of the public generally of the vast importance and the potential benefits to be expected from the event which is now taking place," he said. "After more than four years

of effort the two States have agreed, or by the execution of this document do agree, to establish with respect to the development of this great Port, cooperation between the two States, to substitute cooperation for local jealousies and rivalries, which have so much hindered the proper development of this Port in the past.

"It is impossible to calculate the tax upon industry and commerce generally throughout the country and the tax upon those who dwell within this district which is now erected into a Port District, of the archaic methods, the expensive terminal methods, the inadequate terminal facilities which for so many years have been growing exceedingly worse as the commerce of this port has increased. We must not forget that we are only making a beginning today, a very great beginning; for by the execution of this document we are creating a Port District and a Port Authority, and we are establishing, as I said, the principle that cooperation shall hereafter exist between the two States.

The Foundation Laid

"The work of the Commission, which will now be succeeded by the Port Authority; has laid the foundation, and that is all. A comprehensive plan has been proposed. Of course, that plan is tentative, necessarily so, as it must be approved by the Legislatures of the two States before it is put into execution. The great thing that has been done, in my judgment, has been the accumulation for the first time of the facts which must be considered in the solution of the problem. Now it will be the function of the Port Authority that is now created to proceed upon the basis of those facts, and I hope that before the two Legislatures of the two States again convene a matured plan—and by that I am not suggesting that the proposed plan is not matured—will be in shape to be presented to the two Legislatures and be acted upon. I take it that everybody concerned will have an opportunity, every civic organization which has studied this problem will have an opportunity, any one who has anything to contribute, will have an opportunity to present his views to this Commission, so that upon the basis of the facts which have already been accumulated, and of the tentative plan which has been pro-

posed, it will be possible to present a completed project which will have the approval of the people in this great district which is so immediately concerned.

For Entire Country

"I think that the work which this Port Authority has to do is second in importance to none that I can think of. Indeed, if this work shall bear fruit, I think it exceeds in its future consequences not only to the people within what we call the Port District, but as well to the entire commerce and industry of the country, that it will exceed in importance any single enterprise or undertaking that we know of. I think it is exceedingly fortunate that after all of the delays that have occurred, the road ahead seems to be clear. And I hope that with intelligent, constructive effort, with the cooperation and aid of the Federal Government, because that will, of course, be needed, with a spirit animating those who have the solution, or will have the solution, of this problem in charge, to work out what is in the common interest, with local jealousies allayed, that in the near future we shall see a real beginning to the solution of this great problem in the interest of this community and of the entire country."

Other Speakers

He presented Senator Edge as "one of the men who had a very large part in the enterprise."

Senator Edge reviewed some of his efforts exerted in behalf of the Port Treaty, and expressed great satisfaction that the step had been taken to create the Commission. He promised to aid the movement if it should need Congressional action to carry out its plans.

As each of the Commissioners and the witnesses to the Treaty attached their signatures to the document, a brief speech was made expressing some sentiment or telling why they were glad to be present at the event.

CITY'S BORROWING CAPACITY

Comptroller Craig says that on March 1 the borrowing capacity of New York City was \$194,569,402, of which \$161,710,610 was unencumbered and available for obtaining loans.

HE TALKED WELL: CHECK WORTHLESS

Member of The Merchants' Association Warns Other Members of a New Swindle

ITS PERPETRATOR DESCRIBED

The Merchants' Association has received from one of its members a warning against a swindler who by a new device, succeeded in getting the firm to cash a worthless check.

Claims to Have Seen Service

The letter of warning from the member in question reads as follows:

"For the protection of the members of your Association, of which we are a member, we wish to call your attention to a swindling game, which is being operated by a young man who states that he is an ex-service man of the United States Army, and apparently is, from the wounds in his side and leg.

"This man is about thirty years of age, of dark complexion, about five feet ten inches tall, and weighs about 140 pounds. We might also add, that one eye is slightly smaller than the other, which he claims is due to being gassed while in the service.

How He Works

"We are enclosing you for your records, a photograph of the face and the back of a check, which he presented to us on a small purchase, on which we gave him change amounting to \$26.98. As far as we can ascertain, he first obtains the name of some salesman, apparently from the names on the desks, and after learning that he is out of town, he states that he is a personal friend of this salesman. In our case, he purchased a small fixture to be sent to a church in this City, which he informed us was to be used at a raffle to be given in this church for the benefit of wounded soldiers. He then presented the check for \$46.00 drawn to his order, stated it was sent to him by the Company of Cleveland, Ohio, who, he informed us were the advertising company and sign painters for the Washburn Crosby Company, and it was in payment of a gold medal sign, which has been on the side of his home for seven years. The yearly payment for the use of this space being \$46.00.

"The fixture was not delivered and as you can plainly see, the check has been returned to us.

"It is very clear to us now that he is a slick swindler, and we are going to do all we possibly can to run him down and see that he is prosecuted.

"We hope you will send out some notice of this to our brother members for their protection."

The check of which a photograph was enclosed purported to have been certified by the Cleveland Company which drew it.

BEGGARS CAMP ON TRANSIT STEPS

**Complaint Is Made to Company
Heads of Panhandling on
Subway and Elevated**

POLICE JURISDICTION DOUBTED

The Merchants' Association has written to the President of the Interborough Rapid Transit Company and the Receiver of the Brooklyn Rapid Transit Company, calling attention to begging in the entrances of the subway and upon the stairways leading to elevated stations.

Complaints From Members

It has also sent a letter of complaint to Police Commissioner Enright, asking for the suppression of this annoyance. The letter to the Transit heads reads as follows

"At frequent intervals this Association has been in receipt of complaints from various sources as to the presence of beggars and peddlars in and upon the entrances to the various subway stations in Manhattan, including those operated by your company, and also of similar conditions upon the stairways leading to the Brooklyn Bridge and some of the elevated stations.

"These beggars and peddlars obstruct the free movement of pedestrians at certain hours of the day, and at all times constitute an offensive nuisance. Their vocation is carried on in violation of the intent of the law, the purpose of which is to protect the public against the annoyance of solicitation by mendicants.

Question of Jurisdiction

"The jurisdiction of the police in this regard is restricted to streets and public places, and as there appears to be some question as to whether or not the entrances to subways come under the definition of public places, police authority is not continuously exercised to abolish the nuisance complained of. There

can, however, be no question as to the rights and duty of your company in respect of protecting the public against nuisances of this kind, and we respectfully request, therefore, that you issue such orders to your employees as will effect the removal and continually debar from your premises the class to which objection is made."

Letter to Police Commissioner

The letter addressed to Police Commissioner Enright was as follows:

"Frequent complaint has been made to this Association by its members and others of the presence of beggars and peddlars in the entrances to subways and elevated railroads, where they obstruct the free movement of traffic and annoy the public by their solicitations. Although the authority and duty of the Police Department in respect to the suppression of begging and peddling without a license is restricted to streets and public places, we raise for your consideration the question, whether the entrances to subways, bridges and elevated roads, do not properly come within the definition of public places, and therefore whether the nuisance complained of may not properly be subject to police action.

"We respectfully request that you give consideration to this matter, with a view to such exercise of the powers of your Department as may be practicable for the purpose of abolishing the nuisance complained of."

NEW CONVENTIONS

Convention Bureau of The Association Secures Important Events for New York

During the month of April the Convention Bureau of The Merchants' Association secured the following conventions for New York City:

Women's National Farm and Garden Association	April 1921
Phi Psi Fraternity	April 1921
New York State Circulation Managers' Association	Fall 1921
Woodmen of the World	July 1921
American Chemical Society	Sept. 1921
American School Hygiene Association	Nov. 1921
Association of Women in Public Health	Nov. 1921
New York State Association of Dyers and Cleaners	1921
Wholesale Stationers Association of the U. S.	Feb. or Mar. 1922

MORE PROTESTS AGAINST MOHANSIC RESERVATION BILL

Reasons Why the Reservation Should Not Be Sold Are Submitted to Governor Miller, Before Whom the Bill Is Pending—Would Menace City's Health

Additional protests against the bill passed by the last Legislature providing for the sale of the Mohansic Reservation in the Croton watershed have been sent to Governor Miller. Examples of the arguments against the bill are given below.

Harlem Board of Commerce Protests

Mr. F. Irving Holmes, Secretary of The Harlem Board of Commerce, has written to The Merchants' Association as follows:

"Referring to your letter of April 20, regarding pollution of the Mohansic Lake Reservation, would advise you that at a meeting of the Board of Directors of The Harlem Board of Commerce held on Friday, 29th instant, it was the unanimous opinion of the Board that a telegram be sent to Governor Miller voicing their opinion, the following being a copy of telegram sent after meeting:

"'Harlem Board of Commerce protests most vigorously to pollution of Mohansic Lake Reservation by terms of Senate Bill Int. 1150, Print 1790 and asks you to veto said bill.'

"This Board thanks you for the stand you have taken in this matter."

Water Supply Department Protests

Commissioner Nicholas J. Hayes, of the City's Department of Water Supply, Gas and Electricity, has written to Mayor Hylan as follows:

"I am informed that the legislature has passed an act entitled,

An Act authorizing the State Board of Estimate and Control to sell and convey the lands, buildings and premises known as the Mohansic Lake Reservation in the town of Yorktown, Westchester County, providing for the manner of sale and disposition of proceeds.

"Under the terms of this act the State Board of Estimate and Control is authorized to sell the lands of the Mohansic Lake Reservation in the town of Yorktown, Westchester County, which reservation was established under an act passed in 1918. These lands are in the Croton watershed on a stream which delivers its waters directly into Croton lake. The lands were originally acquired by the State for the purpose of establishing a state hospital for the insane and a state training school for boys.

A New Mohansic Issue

New York Sun

A strong appeal has been made to Governor Miller by The Merchants' Association urging him to veto a measure that was adopted during the closing days of the Legislature permitting the sale of the Mohansic State Reservation in the Croton watershed, on the ground that such a sale would restore conditions which might result in polluting the water supply of New York City and endanger the health of its citizens.

The Merchants' Association claims that this bill was hurriedly expedited through the Legislature at the last moment before an adequate fight could be made against its passage, and all commercial and civic organizations in the City are being urged to cooperate with The Association in its appeal to the Governor to protect the health of New Yorkers from the prospective menace that might accrue from the sale of these lands.

This Mohansic issue, like Banquo's ghost, will not stay down. The present protest recalls the hard fight won in 1916 to prevent the erection on Mohansic Lake of the Mohansic State Hospital and the Yorktown Heights Training School for Boys, the contention being that the sewage from such institutions would pollute the City water supply. This fight resulted in the conversion of the site on Mohansic Lake into the Mohansic State Park.

During Governor Whitman's administration he vetoed a bill which would have permitted the use of this land for public institutions, thus making effective the efforts of disinterested New Yorkers to keep their City water supply pure. Edward Hatch, Jr., who led The Merchants' Association's fight in 1916, thinks that the bill which has just passed the Legislature is a new attempt to carry out plans which, if successful, would nullify all that had previously been accomplished.

"The establishment of these institutions within the limits of the watershed used by the City for its supply

would have created a precedent that would have been most unfortunate and detrimental to the city's interests, as it would not alone have increased the population in the watershed by bringing into the watershed thousands of insane and criminally inclined persons, but would also have greatly encouraged the location of institutions and communities by private interests within the watershed area. The state authorities ultimately recognized the soundness of the opposition of the citizens of New York to the establishment of these institutions within the watershed, and turned the some 1,100 acres acquired for these institutions into practically a park. On these lands there are a number of buildings, including a power house, and also a water supply system, which would make this land very attractive and well suited for a private institution to be established thereon if the land were to be sold by the state.

"I believe, in the interests of the citizens of New York, that the Governor of the State should be requested to disapprove this bill and that the land in question should either be held by the State as a reservation, thus decreasing the amount of polluting matter, that would reach Croton lake, and ultimately the people of this City, or, if premission be given to sell the land, that such restrictions should be inserted that the lands, if sold, could never be used for other than individual residences or agricultural purposes."

FOR MEYER-MARTIN BILL

The Merchants' Association was represented before Governor Miller, in Albany, last Wednesday, by Mr. F. B. DeBerard, Director of its Research Bureau, in support of the Meyer-Martin bill amending the monopoly law so as to make it apply to all commodities. The amendment is intended to forbid the practice of such organizations as the Photo Engravers' Union, which dictates the selling price of the product of employing photo engravers.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

NEW NAMES FOR MEMBERSHIP ROLL

**Individuals and Business Houses
Are Admitted to The Mer-
chants' Association**

EXECUTIVE COMMITTEE ACTS

The following individuals, firms and corporations were elected members of The Merchants' Association by the Executive Committee at last Monday's meeting:

Brown and Sites Company, Mr. R. L. Sites, 30 Church Street—Export Contractors' Machinery.

Glensder Textile Company, Mr. Edwin Rosenberg, 137 Fifth Avenue—Vellings, Nettings, etc.

Goldsmith Brothers, Mr. Reuben S. Goldsmith, President, 77 Nassau Street—Stationers and Printers.

Herman, William, and Company, Incorporated, Mr. A. Herman, Treasurer, 69 Wooster Street—Manufacturers of Corrugated Paper Products.

India Rubber Publishing Company, The, Mr. Henry C. Pearson, 25 West Forty-fifth Street—Publishers.

Interstate Manufacturing Company, Mr. Cyrus P. Gordon, 543 Broadway—Shirts and Blouses.

Kessinger, Mr. Frederick E. Kessinger, 2 Rector Street—Lawyer.

Kuhmarker Manufacturing Company, Mr. David Kuhmarker, Treasurer, 149 West Twenty-fourth Street—Manufacturers of Waxed Paper.

Morris, Plante and Saxe, Mr. Robert C. Morris, 27 Pine Street—Lawyers.

Opper, Mr. Morris, 67 Fifth Avenue—Neckwear Novelties.

Satterlee, Canfield and Stone, Mr. George F. Canfield, 27 William Street—Lawyers.

Schulman, I. and Son, Incorporated, Mr. Nathan Schulman, Treasurer, 161 Bowery—General Contracting.

Wolff, A. H., Gas Radiator Company The, Mr. M. S. Wolff, Vice-President and Treasurer, 4 Great Jones Street—Manufacturers of Gas Appliances.

WHAT THE CITY PAYS FOR POSTAGE

New York City buys \$146,000 worth of stamps every day.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Annual Meeting

**Notice of Meeting of the Members
of The Merchants' Association
of New York**

The Annual Meeting of the members of The Merchants' Association of New York will be held at the offices of The Association, 233 Broadway, New York City, on Tuesday, May 17, 1921, at 2 P. M., for the purpose of electing directors to succeed those whose terms expire.

As provided in the By-Laws, eight directors will be elected at such meeting, and in accordance with further provisions of the By-Laws, the Nominating Committee has reported the following list of candidates for election:

**WILLIAM HAMLIN CHILDS, Chair-
man, Executive Committee, the
Barrett Company; and Vice-Presi-
dent Allied Chemical & Dye
Corporation**

**JOHN H. LOVE, Graupner, Love &
Lamprecht**

**HENRY R. TOWNE, Chairman of
the Board, Yale & Towne Manu-
facturing Company**

**H. B. WALKER, President, Old
Dominion Steamship Company**

**BERTRAM H. BORDEN, M. C. D.,
Borden & Sons**

**LUCIUS R. EASTMAN, President,
The Hills Brothers Company**

each to succeed himself.

**GEORGE A. POST, President,
Standard Coupler Company**

**OWEN D. YOUNG, Vice-President
and General Council, General
Electric Company**

each to serve for a full term of three years.

**By order of the President,
S. C. MEAD, Secretary.**

Dated New York City, May 7, 1921.

Provisions of the By-Laws Relative to Voting

Article II. Sec. 1. . . . "A firm, association or corporation holding more than one membership shall be entitled to cast one vote for each such membership; provided, however, that the number of votes so cast by any such firm, association or corporation at any meeting shall not exceed 10 per cent of the total vote cast at such meeting." . . .

"Only resident members, holding personal memberships, or the duly designated representatives of firms, associations or corporations holding resident memberships, shall be entitled to vote or to hold office in The Association." . . .

WHY DUPLICATE SOLDIER RELIEF?

**New Organizations Should Not
Try to Supply What Disabled
Veterans Are Getting**

A CASE BY WAY OF EXAMPLE

**Prepared by the Bureau of Advice and
Information of the Charity Organ-
ization Society**

A recent sensationally worded appeal for \$50,000 to provide clothing, recreation and artificial limbs for ex-service men in a certain Public Health hospital gives no indication that anything whatsoever is being done to relieve the "instant and pressing" necessities of the victims of "infirmities so grievous that the heart is almost stifled with the horror of it all."

A visit to the hospital revealed the following facts concerning work done by existing organizations for the comfort and well being of the 275 men under treatment.

Every day large baskets are taken through the wards which contain tobacco, stationery, playing cards, soap, candy, gum, brushes, matches, and many other small conveniences. Men make their own selections without charge. A large supply room contains stocks of clothing and comforts which are given out according to the need. No man leaves the hospital without adequate provision of clothing and underwear. A canteen unit provides special diet for men on whom the hospital fare has palled.

Other Things the Government Supplies

A well equipped workshop and bedside teachers are provided for occupation therapy. The hospital has a library and three days a week readers for the blind are provided. Two regular shows a week are put on by professional and semi-professional talent and opportunities for automobile rides are frequent.

The government provides artificial limbs for every soldier who requires them as a result of war injuries.

It would seem that the purposes for which this \$50,000 fund is sought for the provision of clothing, recreation and artificial limbs are a direct duplication of work already being done sympathetically by organizations equipped for and experienced in the job

MA. 1921
"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MAY 16, 1921

No. 20

Convention Adopts National Business Platform

Ninth Annual Meeting of the Chamber of Commerce of the United States Formulates Principles and Policies for the Rehabilitation of Industry, Commerce and Trade, and Defines the Relationship That Should Prevail Between Business and the Government

The Ninth Annual Meeting of the Chamber of Commerce of the United States, which met recently in Atlantic City, adopted nineteen resolutions.

This Association's Delegates

The Merchants' Association was represented in the meeting of the National Chamber by the following delegates:

Mr. William Fellowes Morgan, President of The Merchants' Association and President of the Brooklyn Bridge Freezing and Cold Storage Company.

Mr. James Gilbert White, Vice-President of The Merchants' Association and President of J. G. White and Company, Incorporated.

Mr. J. Louis Schaefer, Vice-President and Treasurer of W. R. Grace and Company.

Mr. Waldo H. Marshall, of T. A. Gillespie Company.

Mr. William C. Breed, of Breed, Abbott and Morgan.

Mr. Lincoln Cromwell, of William Iselin and Company.

Mr. Henry Ives Cobb.

Mr. Edward Hatch, Jr.

Mr. John McHugh, Vice-President of the Mechanics and Metals National Bank.

Mr. S. C. Mead, Secretary of The Merchants' Association, National Councilor of the Chamber of Commerce of the United States.

The Merchants' Association has re-

ceived an official copy of these resolutions which are given below:

I

Principles of American Enterprise

"This Chamber believes that the relation of government toward industry

MR. JOSEPH H. DEFREES



Re-elected President of the Chamber of Commerce of the United States

and commerce is primarily that of preserving equality of opportunity for all—an equal chance to every citizen to win his position in accordance with his character, ability and efforts. Individual initiative, strengthened by education,

safeguarded by publicity, stimulated by active and free competition, is the guarantee of sound national progress. Laws and administrative acts should touch business enterprise with great care and only to preserve a fair field to all.

"A wholesome standard of living is essential to general contentment. That standard depends upon the intelligence, work, and thrift of the individual citizen and improves as the total production of the country increases. Hence, restriction of production or obstruction to distribution must necessarily undermine that standard, resulting in injury to all citizens, of every class. We therefore condemn avoidable strikes, lock-outs, and all combinations that needlessly limit output or curtail distribution, on the part of workers, owners, or managers of industry.

"The foundation of all enterprise is primarily that of service to the community, and this service is most effective under private initiative. The community's valuation of that service, and its reward for it, are most fairly expressed when secured by individual initiative, under conditions of free competition. The value of and the reward for such service cannot be safely apportioned by the arbitrary decisions of government agencies."

II

World Readjustment

"In his recent address to Congress,

OUR INTERNATIONAL POLICY SHOULD BE ESTABLISHED

the President of the United States declared:

We have witnessed, yes, we have participated in, the supremely tragic episode of war, but our deeper concern is in the continuing life of nations and the development of civilization. . . . Our obligations in effecting European tranquility because of war's involvements are not less impelling than our part in the war itself. This restoration must be wrought before the human procession can go onward again.

"The Chamber of Commerce of the United States most earnestly endorses this statement and urges that all Americans unite with the Executive in securing without unnecessary delay a sound solution of the problem involved.

"World restoration will be influenced to an important degree by settlement of the relationship of the United States to the nations of Europe. It is equally clear that the return of our domestic prosperity largely depends upon this settlement.

"We believe that the clear definition and positive declaration by the United States of its policy concerning the establishment and maintenance of world peace, and of order and understanding in the commercial intercourse of nations, is of greater importance than any other problem now confronting our country and the world. We therefore urge that our national policy in this respect be fixed with all possible speed consistent with just recognition of our obligation, of the necessary safeguards to our institutions and interests, and especially of the rights of American nationals abroad."

III

International Debts

"Determination of the status of debts incurred during the war and due from other governments to the American government and ascertainment of the exact amounts of principal and interest are essential to restoration of the exchanges and advancement of our export trade. These problems should be taken up by our government with the least possible delay and solutions found which are just alike to our allies and to ourselves."

IV

Railroad Transportation

"Safe and adequate rail transportation, at the lowest rates consistent with fair wages to employees and with just returns to the owners and also sufficient to insure constant growth and improvement in facilities, is essential to the upbuilding of the nation.

"Reasonable returns on the fair value of the railway system of the country are

necessary, not only as an act of justice to the owners but also to attract new money for expansion, and to promote the safety of railway securities in which, to a large extent, are invested the assets of savings banks and insurance companies, in the stability of which the hard-working and thrifty of our population are so vitally interested.

"Manifestly, proper aggregate earnings must be maintained, but rates and the relation of rates between various commodities, particularly the products of agriculture, should be established with great care and, in case of proved inequality, secure prompt correction.

"In a country of great distances like the United States it is very important for the farmer, the laborer, the miner, the merchant, the manufacturer—in fact, every producer and every consumer—to have the widest distribution of commodities, and the railway system is the backbone of production and distribution, with which other forms of transportation should be coordinated, to the end that lowest rates, consistent with progressive development of facilities, may be obtained.

"The unrivaled railway system of the United States was created through the courage, energy, brains and money of individuals. Managed and operated by its owners, transportation has been furnished to the people of this country of better quality and at lower rates than in any other nation.

"The nation, speaking through the last Congress, decided that it wishes its railway system owned and operated by individual citizens subject to regulation by Federal and State authority and that it does not want government ownership or operation.

"The Chamber of Commerce of the United States reiterates its opposition to government ownership or operation. It believes that regulation is reasonable only when it is not so restrictive as to cripple initiative and when it permits prompt action by those responsible for results. Unduly restrictive laws retard the railways rather than assist them to meet the needs of our increasing population and commerce and, in the long run, work in the direction of increased rather than reduced rates."

V

Waterways

"Waterways afford opportunities for increasing the facilities of transportation available to our industries and com-

merce, and development of these facilities reaching into the central areas of agricultural production will provide cheap carriage by water and thus improve the competitive position of our agricultural products in world markets. In the development of waterways for navigation consideration should also be given to other uses, such as the generation of electric power.

"Congress should make appropriations for improvement and maintenance of commercially meritorious waterway projects, and in such appropriations should follow a policy of continuous development and maintenance.

VI

Highways

"The importance of improved highways has already had recognition by the Chamber, and the highway development in the country has attracted wide attention. In order that funds now to be spent for highway construction may adequately serve the economic purposes which are becoming clearly recognized, the following fundamental principles should govern:

"Bonds should be issued by States and Territories, counties or municipalities, and Federal assistance furnished, only for portions of highway construction which are reasonably enduring and permanent in character.

"Federal appropriations should be made only for assistance to State and territorial highways which will become a part of an interstate system.

"Federal assistance should be continued only to those States and territories which adequately maintain highways for which there has been Federal aid.

"Most careful study should be made by the Federal Government in cooperation with State governments as to routes, the probable character of service over such routes, and the best form of construction to meet such service. These studies should include ultimate economies of location and design."

VII

National Budget

"The economies which will result from a budget system on the part of the Federal Government have been repeatedly urged by the Chamber. The need for economy in governmental operation will never be more imperative. The attention which Congress is now devoting to this reform should immediately result in legislation.

"The benefits of budgetary procedure

MACHINERY OF GOVERNMENT SHOULD BE REORGANIZED

can be attained only if legislation takes an appropriate form and is accompanied with corresponding changes in the methods of Congress in making provision for the raising and the expenditure of public funds. That the budget system may be most effective, legislation should place upon the President the responsibility for initiating the program of expenditures and revenues which is placed before Congress."

VIII

Government Reorganization

"At a time when the expenditures of our government exceed four billion dollars a year, it is self-evident that all possible economy in the operation of the machinery of government is a matter of vital concern to every citizen, and particularly to every taxpayer.

"The present system of departments and bureaus, with their network of subsidiary offices and services extending over the entire country, has developed bit by bit through a great number of years. It has long been a matter of general belief among persons who have had occasion to deal with the government that the system as a whole lacks coordination and general efficiency, and thereby fails to render the quality of service which Americans have a right to demand of their government, and at the same time involves a great waste of public money.

"Successive Administrations have attempted to remedy this situation, so entirely opposed to the genius of our people. But the archaic system still confronts us, its inefficiency brought into sharp relief by the increase in the number and importance of the duties which the government has been called upon to assume during the past few years. This intolerable and un-American situation stands out today as the greatest single obstacle to a mutually satisfactory co-operation and understanding between government and business. With our government operating largely by means of machinery installed in the days of our great-grandfathers, supplemented by a number of assorted functions developed during recent years, for a variety of reasons, some sound and some unsound, but involving in all cases almost complete lack of coordination with the old machinery, it is not surprising that the modern business man and the government officials, no matter how able the latter may be, find it hard to meet on sympathetic terms.

"It is evident that many public offi-

cials are underpaid. But it is highly probable that the saving which can be effected through the combination of similar services now separately and wastefully handled, will save money ample to provide not only for needed salary increases, but also for entirely new services which modern conditions urgently demand, and still leave a handsome unexpended balance.

"The Chamber most earnestly invites the attention of the government to the great opportunity for service to our people as a whole, and particularly to American economic life, at a period of critical importance to its stability, which is involved in a thorough departmental reorganization at this time. It calls upon the government to fulfill without delay its pledge in this regard, and to proceed to a reorganization and a coordination of services along lines consistent with its declared policy of 'More business in government.'"

IX

Commercial Arbitration

"Regarding arbitration as a most desirable and economic method of adjusting commercial disputes, the Chamber reaffirms its advocacy of this method of settling commercial disputes, and urges the passage of laws in the various States that will promote commercial arbitration in adjusting questions which arise in the interpretation and fulfillment of contracts."

X

Government Service to Business

"Events during the past eighteen months have made clear to the American business men the vital importance of accurate economic facts. The lack of correct and comprehensive data on the fundamentals of production, of stocks of raw material and fabricated goods, and of the facilities of distribution, contributed substantially toward the painful financial losses of the still continuing period of business depression. These losses have adversely affected not only wide sections of our business community, but also the great body of producers, consumers, and the general public.

"A proper function of government is to render service to business where such service cannot adequately be provided by individual initiative. The obtaining of basic nation-wide and world-wide data on commerce and industry is an example of such service.

"The data hitherto collected has never

been adequate for American needs, nor has it been promptly or effectively presented for actual business use. The duty of gathering such facts now rests with an almost incredible number of widely scattered bureaus. The facts are brought together for a variety of purposes, few of which have any bearing upon the practical requirements of business. Much information, of immeasurable value to American trade and industry, lies almost unused in Washington because it is in such form as to render difficult its practical use, or has not been made use of because business men have not been properly advised as to the kind of service which more than four score bureaus are prepared to render him if he will approach each one in turn and study its stock-in-trade and facilities.

"The Department of Commerce is now charged with the primary duty of rendering the fullest possible service to American commerce, both foreign and domestic. It has no inquisitorial or regulatory powers and is accordingly free from the equivocal duty of restraining business with one hand while it attempts to offer service with the other.

"This Department is in a peculiarly favorable position to obtain, coordinate and distribute vital commercial information, carefully safeguarding all confidential facts. It can render invaluable service through the development of commercial standards and specifications, the absence of which is costing the American people at the present time hundreds of millions of dollars needlessly expended.

"The Chamber strongly recommends that the facilities of the Department of Commerce be broadened to meet the actual and economically proper demands of the business of this great nation. It recommends further that those federal bureaus and divisions the duties of which upon study are found to fall within the scope of the Department of Commerce service shall forthwith be transferred to the jurisdiction of that Department.

"The Chamber believes that the prompt consummation of this plan will give a decided impetus to the revival of business both domestic and foreign, at a time when such revival is proving a slow and arduous process; and that the service thus made available to American business will contribute substantially to reducing the suddenness and intensity of future business depressions through establishing a more

DISABLED WAR VETERANS MUST BE TAKEN CARE OF

accurate and reliable basis of available facts bearing upon the entire business situation both domestic and foreign."

XI

Communications Abroad

"Adequate means for communication have an important place in the conduct of business transactions with persons in foreign countries. The new position of the United States in international trade necessitates a national policy which has in view the provision for American business men of satisfactory facilities for prompt and reliable communication with foreign countries.

XII

Disabled Veterans

"The conditions surrounding the hospitalization compensation, and rehabilitation of the disabled veterans of the world war have not been adequately met. The chief source of difficulty has been lack of governmental consolidation and centralized authority. This defect should be remedied through consolidation in one department of the Bureau of War Risk Insurance, the Rehabilitation Section of the Board for Vocational Education, and the part of the Public Health Service which has to do with the care and treatment of disabled veterans. Moreover, Congress should appropriate the funds necessary for a continuing and adequate hospital-building program."

XIII

Soldiers, Sailors, and Marines

"The Chamber deploras any tardiness in generous treatment for all who served in the armed forces and who became disabled or sick in consequence of their service, and for the widows and orphans of those who lost their lives while serving in the armed forces. The Chamber approves such constructive measures as may be directly calculated to enable ex-service men to cultivate the soil, build homes, or obtain vocational education.

"For the purpose of affording ex-service men an opportunity to cultivate the soil, we favor a national system for reclamation of waste areas. Such a system initiated through adequate Federal appropriations can be made a means which, while providing opportunities directly for former members of the armed forces, will advance the national interest.

"The Chamber, however, calls attention to the fact that a general cash bonus, or its equivalent in certificates,

would mean a very heavy increase in the burden upon the entire community. For this reason the Chamber favors forms of assistance other than a cash bonus."

XIV

Anniversary of American Independence

"The principles of civil and religious liberty set forth in the Declaration of Independence make it peculiarly appropriate that the one hundred and fiftieth anniversary of the adoption of the Declaration of Independence, falling in 1926, should be marked by a suitable celebration to be held in the City of Philadelphia and to have participation from the nation and the several States. Such an occasion could be made a demonstration of American history, patriotism, moral and social progress, and material achievements."

XV

Brazilian Centennial

"In 1922 Brazil will celebrate the one hundredth anniversary of its independence. The celebration which has been planned includes an exposition, in which other countries are invited to participate. In recognition of this anniversary in which our country has much sympathetic interest, and with the same cordial feelings of friendship Brazil has displayed by participation in celebrations of our national anniversaries, our government should at once consider the advisability of erecting an American building at the Brazilian exposition and American manufacturers and merchants should arrange representative exhibits."

XVI

Tariff Policies

"Questions relating to the policy of the United States have been before all the group sessions, and a statement from the Chamber's Committee on Tariff Policy has had consideration at the group sessions and from the Resolutions Committee.

"Understanding that this statement was the nature of a report of progress and realizing the importance and difficulty of the problems which are being studied by the Committee on Tariff Policy, the annual meeting requests that the questions before it on this subject should be investigated by the Committee and awaits with interest the Committee's final report."

XVII

Court of Tax Appeals

"In the revision of the revenue laws, which the Chamber believes essential,

there should be provision for a court or courts of tax appeals, to be appointed by the President and to be entirely separate and independent from the Treasury Department. This court should adjudicate cases in dispute between a taxpayer and the Bureau of Internal Revenue."

XVIII

Taxation of Capital Assets

"Through referendum the Chamber is formally committed to a distinction, for purposes of the Federal Income Tax between gains realized from the sale of capital assets and income received from business or other current activities, and it advocates a policy of less burdensome rates upon the former when properly defined than upon the latter. Treatment under the present law of gains on capital investments as taxable income in the year when they are realized operates to prevent the consummation of numberless transactions essential to the normal growth and development of the country's business. The Government is thus deprived of revenues which would accrue to it if the burden was reasonable and the transactions were consummated with the increase in business volume thus to be expected. For these reasons, if in the maintenance of necessary revenues, such gains be treated as income, then we urge more reasonable rates to apply on such capital gains, properly defined."

XIX

Taxation

"Referendum No. 34 on the report of the special committee on taxation developed in the opinion of some of the constituent members of the Chamber an uncertainty as to the proper interpretation of the votes upon some of the questions propounded. During this convention there have been put forward in formal resolutions by constituent members under the provisions of the by-laws and by group meetings resolutions calculated to open up these doubtful questions and secure a definite and conclusive opinion upon them.

"The Committee on Resolutions believes it will be unwise to establish in this way a precedent whereby a convention held shortly after the completion of a referendum should by a vote much less in number of constituent organizations represented endeavor to revise by a convention vote, the vote upon a formal referendum. The Committee

MEETING FORMULATES NATIONAL POLICIES

therefore, recommends that the annual meeting should request the Board of Directors to take steps to have a new referendum prepared at once, thus again permitting the organization members of the Chamber to record their definite opinion. Thereby a declaration by the Chamber freed from uncertainty and conclusive in its recommendations becomes possible."

Other Subjects

The following was adopted with reference to proposed resolutions upon which no action was taken by the meeting:

"In the recommendations which the Resolutions Committee has submitted it has dealt with the subjects upon which it believes the Chamber is prepared to act in annual meeting. Under the rules governing this meeting there have been placed before the Committee a number of other subjects. In some instances these are subjects which are to be studied by committees already appointed by the Board of Directors. In other cases the subjects are, in the Committee's opinion, especially appropriate for further study or precedence other than action at annual meeting. These subjects the Committee recommends should be referred by the annual meeting to the Board of Directors and are, with such accompanying suggestions as the Committee makes:

Daylight Saving, with a suggestion that the subject should be submitted to a committee for study and the Committee's report should be sent to referendum.

Anti-Trust Laws and Interference with Business, with a suggestion that they be referred to the Committee on Trust Legislation.

Aid for Merchant Marine and Naval Reserve, American Merchant Marine, Docking Facilities, and Cargo Damage, with a suggestion that they might be referred to the Committee on Ocean Transportation.

American Chambers Abroad, Foreign Service, and Foreign Trade, with a suggestion that they might be referred to the Chamber's Foreign Commerce Department.

Aeronautical Code, with a suggestion it might be referred to the Chamber's Transportation Department.

Forest Protection Week.

Taxation of American Citizens Abroad with a suggestion that through a referendum the Chamber is already committed to the policy proposed.

PASSPORT OFFICE

State Department in Favor of Branches in This City and in Other Principal Ports

The Merchants' Association has been informed that the Secretary of State has authorized the inclusion in the estimates of the State Department of an amount sufficient to continue the local Passport Office in New York City and to maintain similar offices in Chicago, Seattle, San Francisco and New Orleans.

The Merchants' Association, which has been making a strong fight to prevent the abolition of the New York Passport Office, has written to the commercial organizations in the cities where it is proposed to maintain similar offices urging them to join in supporting this item in the Appropriation Bill.

The Foreign Trade Bureau of The Merchants' Association is asking individual firms to write to Congress urging the retention of the New York office.

POLLUTING NEW YORK'S HARBOR

New York Sun

Aside from the legal aspects of the case it seems regrettable from the point of view of sanitation and health that the pollution of New York Bay by sewerage must continue unchecked. The Supreme Court decision denying New York's application to restrain the State of New Jersey and the Passaic Valley Sewerage Commissioners from constructing a sewer that would daily pour millions of gallons of refuse into the harbor held that a valid contract existed and that the problem would have to be settled by the States themselves.

Certainly the residents of New York and New Jersey are vitally concerned in the ultimate solving of this problem. New York officials contend that the sewer will constitute a serious menace to health. However, the Supreme Court points a possible way to remedy the situation by cooperation between the States. If the health of both States is threatened it is for the common good of all to aid in protecting the waters of the harbor and safeguarding the public.

PATENT OFFICE MORALE IMPAIRED

This Association Urges Increase in Department's Personnel and Compensation

FAVORS BILL BEFORE CONGRESS

In accordance with action taken by the Board of Directors of The Merchants' Association, appeal has been made to Congress to increase the personnel and compensation of the employees in the Patent Offices.

Impairment of Morale

This appeal took the form of a letter addressed by Mr. S. C. Mead, Secretary, to the members of the Committee on Patents of the House of Representatives as follows:

"The Merchants' Association of New York desires to be recorded with you, as Chairman of the House Committee on Patents, as in favor of the enactment of H. R. 210, a bill to increase the force and salaries in the Patent Offices.

"As we understand it, this bill is identical with H. R. 11984 in the former Congress, which finally failed of passage.

"Our Committee which has jurisdiction over these matters is of the unanimous opinion that an increase in the personnel and morale of the employees in the Patent Office is necessary in order to clean up the large amount of applications awaiting the attention of the Patent Office.

Opposed to Amendment

"In this connection we desire to be on record as in favor of the bill as it now stands and to record our opposition to the amendment which was attached to H. R. 11984 while in the Senate, this amendment providing for placing in the hands of the Federal Trade Commission jurisdiction over certain patent procedure. It is the belief of The Merchants' Association of New York that the enactment of H. R. 210 in its present form and without any such amendment as was added to the former bill is desirable."

THE CITY DWELLERS

More than one-third of the total population of the United States lived in cities in 1920.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Need for Reforms at Ellis Island Called Urgent

Directors Approve Report Made by The Merchants' Association's Committee on Immigration and Naturalization After a Careful Investigation of Actual Conditions—Facilities for Handling Immigrants Are Found to Be Antiquated and Inadequate

The Merchants' Association, through its Industrial Bureau, under the direction of its Committee on Immigration and Naturalization, of which Mr. Henry D. Walbridge is Chairman, has made a careful investigation of the facilities for receiving immigrants at Ellis Island and the methods in use there.

Report to the Directors

This investigation disclosed particulars in which the service requires improvement. These are shown in a report submitted to the Directors of The Association by the Committee on Immigration and Naturalization, and unanimously approved as follows:

"The general report of this Committee on the subject of immigration adopted by your Board on November 19, 1920, contained a recommendation concerning the improvement and enlargement of facilities for handling immigrants at Ellis Island and the necessity for Congressional appropriations for this purpose. This Association and other organizations have brought this matter to the attention of Congress, but as yet no such appropriations have been made. Although immigration has not reached pre-war proportions, congestion at Ellis Island has been more acute than ever before. Ships have been made to wait in the Harbor from 3 to 5 days before unloading their Ellis Island passengers. This has been a great hardship upon the immigrants and real financial loss to the steamship companies. Moreover, the Station has been so crowded that frequently aliens detained at Ellis Island have had to sleep on the floor.

Of Vital Importance

"Your Committee believes that proper administration of the immigration service at the Port of New York is of such vital importance to the welfare and safety of this City and the country as a whole that it has undertaken through The Association's Industrial Bureau a further and more exhaustive inquiry concerning this matter, on the basis of which it submits for your consideration the following facts and recommendations. Although it is not possible to include in the limited scope of this re-

port all of the supporting data to the Committee's conclusions, these conclusions, your Committee believes, are amply warranted by the findings of the investigation.

"A considerable part of the congestion at Ellis Island is due to the arrival of large numbers of immigrants who are practically without funds and are held at the Island until their relatives or friends in America can send or bring them money. Under the laws and regulations governing immigration, destitute aliens can be deported. Through the exercise of this power the Immigration Service can practically compel steamship companies to stop bringing such aliens, as the companies must bear the expense of returning to Europe all such deported aliens. An exercise of this power by Commissioner William Williams in 1909 was immediately effective in stopping the flow of destitute immigrants and is an ample precedent for similar action at the present time. Although the first effect of such action would be to bring hardship upon the few deported, far larger numbers would benefit from the increased efficiency of the service, and the elimination of trying delays.

Information Service Inadequate

"Another cause for congestion at Ellis Island is the inadequacy of the information service. Delays and confusion constantly result from the difficulty of communication between arriving aliens and friends or relatives who have come to assist them to their points of destination. The staff of the information service as well as the telephone facilities and other equipment of the service, both on Ellis Island and at the Barge Office on Manhattan, are inadequate to permit efficient operation.

"Efficient administration at Ellis Island is further impaired because of the general lack of an adequate staff. Although the total number of employees is larger than before the war, the work required of the staff has greatly increased. The administration of the immigration law of 1917, which is now in force, is much more difficult and requires more time than the administration of the law previously in force. Moreover, the physical character of

aliens now arriving and the prevalence of plagues in the countries from which they come, require more careful and adequate medical examination.

Staff Efficiency Low

"The efficiency of the staff itself is also low. Many of those recently employed hold only temporary appointments, in some cases for periods of not more than three months. Nearly all the employees are underpaid. The immigration inspectors who occupy positions of considerable importance receive on the average less than \$1,800 per year. With the exception of the doctors, however, they are the highest paid class of employees in the service.

"The proper administration of the immigration service is also hampered by the lack of adequate buildings and equipment. Bathing and toilet facilities are not ample and there are no fumigating facilities on Ellis Island. There is need for a new and larger water main to supply the Island with fresh water. More adequate kitchen facilities are needed for the Ellis Island hospitals. Also the equipment at the quarantine station at Hoffman's Island is not sufficient to protect the country from typhus fever and other plagues now prevalent in Europe. Nearly all the buildings and equipment have unduly deteriorated because of lack of attention to the matter of repair and maintenance.

Need for Reform

"Other evidences of needed improvement in the immigration service are as follows:

"A surprisingly large number of defective aliens are being admitted into the United States for limited periods on bond. Not infrequently these aliens are lost track of after they are admitted, or their terms extended in a way to constitute almost unqualified admission.

"There is evidence that considerable bribery is indulged in at Ellis Island for the purpose of securing special favors or of dispatching the handling of individual cases.

"Steamship companies are lax in their medical examinations at foreign ports and admit for passage diseased and otherwise undesirable aliens. This

MANY DEFICIENCIES AT ELLIS ISLAND

places an extra burden upon the immigration officials here and increases the liability that undersirables will be admitted into this country.

"Many immigrants infested with vermin liable to spread typhus fever are admitted into the United States because the quarantine officers are authorized to bar only persons who they have reason to believe are infected with typhus fever.

Proper Facilities Lacking

"Aliens traveling as second-class passengers are examined on shipboard. The lack of proper facilities and the varying conditions on different vessels make this examination inadequate, especially in view of the lower physical character of aliens now traveling "second-class."

"There is a wide division of responsibility in the administration of the immigration laws, the work being divided between four separate Departments of the Government—Department of Labor, Department of State, Treasury Department, and Department of Justice. This obviously leads to conflicting policies and inefficiency.

"To remedy these conditions your Committee recommends that The Merchants' Association take suitable action to make effective the following proposals:

"1. Steamship companies should be compelled to stop bringing destitute aliens to the United States.

"2. The facilities of the information service at Ellis Island should be improved and enlarged.

"3. If immigration continues at the present rate, a larger staff of employees including more clerks, typists and stenographers and especially more doctors, should be provided.

"4. Adequate bathing and fumigating facilities should be installed at Ellis Island, and the entire plant improved and enlarged.

"5. Ample funds should be provided for the regular repair and maintenance of the plant.

"6. The Quarantine Station at the Port of New York should be enlarged and better facilities provided for fighting typhus fever and other epidemic diseases.

"7. The quarantine regulations should be amended to provide that no vermin infested passengers be admitted to this country.

"8. Every European port of embarkation should be equipped with adequate detention, delousing and disinfecting

plants such as are now operated at Rotterdam, Hamburg and a few other foreign ports.

"9. Aliens traveling as second-class passengers should be examined at Ellis Island, rather than on shipboard.

"10. A thorough study of salaries of employees at Ellis Island should be undertaken with a view to making such readjustments as are necessary.

"11. Not only should greater care be exercised in the admission of immigrants under bond, but ample provision should be made to enable Government officials to keep in close touch with all aliens so admitted during their residence in this country.

"12. In so far as possible, the administration of immigration matters should be centralized in a National Immigration Commission, organized along the same general lines as the Federal Reserve Board and the Interstate Commerce Commission."

MARCH FOREIGN TRADE

Export in March totaled \$384,000,000, compared with \$489,000,000 in February and \$820,000,000 in March of last year. For the nine months ended with March exports totaled \$5,509,000,000, against \$6,050,000,000 for the nine months of last year.

The volume of imports in March amounted to \$252,000,000, compared with \$215,000,000 in February and \$524,000,000 in March of last year. Imports for the nine months ended with March totaled \$3,009,000,000, compared with \$3,759,000,000 for the corresponding period of last year.

The gain in the country's trade balance in March estimated from the difference between the volume of exports and imports for the month totaled \$132,000,000.

APRIL FIRE LOSS

The losses by fire in the United States and Canada during the month of April, as compiled from the daily records of "The Journal of Commerce," aggregated \$22,178,900, as compared with \$28,581,100 in March and \$22,108,750 in April a year ago. The largest individual loss during the past month was the destruction of the Ambassador Hotel at Los Angeles, involving a property loss of \$1,500,000. It will be noted from the details of April losses of \$10,000 and over given below that the Pacific Coast territory continues with a very full representation in the list.

SUBWAYS WARRING ON PANHANDLERS

President Hedley Says Over 350 Arrests Have Been Made and Offenders Punished

MR. ENRIGHT PROMISES ACTION

The Merchants' Association recently wrote to Police Commissioner Enright and to the heads of the rapid transit companies calling attention to the presence of beggars and peddlers at the entrances to subway and elevated stations, and asking that the nuisance be abated.

Commissioner Enright's Promise

In replying to this letter, Police Commissioner Enright said:

"I have the honor to acknowledge receipt of your letter of the 3rd instant, relative to beggars and peddlers operating in the entrances to subways and elevated railroads.

"This matter will receive the attention of the Department."

Interborough Company Active

President Frank Hedley, of the Interborough Rapid Transit Company replied as follows:

"We are in receipt of your letter of May 3rd, stating that your association has received complaints from various sources as to the presence of beggars and peddlers in and upon entrances to the subway and elevated stations in Manhattan, and in reply would advise that proper attention is being given this matter and we are doing all we can to abate the nuisance.

"Since January 1st, the officers of our Secret Service Department have made over 350 arrests and many of the offenders have received severe sentences.

"We frequently call the attention of our employees to the matter and hope to have same under control in due time."

APRIL INCORPORATIONS

Returns specially compiled by "The Journal of Commerce" indicate that during April 1,125 companies, with an authorized capital of \$100,000 or more, were incorporated under the laws of the principal States, representing a grand total of \$954,700,000. In the corresponding period a year ago, 1,262 concerns took out charters involving \$1,375,797,000. The March compilation for the current year shows that 1,146 new enterprises were formed with \$954,700,000 capital.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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BUSINESS MEN FORMULATE NATIONAL PRINCIPLES AND POLICIES

The recent meeting of the Chamber of Commerce of the United States at Atlantic City was a noteworthy gathering. After a typical and thorough discussion of the issues now before the country, the representatives of business from all over the United States who attended the convention formulated a series of declarations which constitute a platform of principles and policies.

The keynote of this platform is contained in the first declaration, which opens with the following paragraph:

"This Chamber believes that the relation of government toward industry and commerce is primarily that of preserving equality of opportunity for all—an equal chance to every citizen to win his position in accordance with his character, ability and efforts. Individual initiative, strengthened by education, safeguarded by publicity, stimulated by active and free competition, is the guarantee of sound national progress. Laws and administrative acts should touch business enterprise with great care and only to preserve a fair field to all."

This is a reiteration of an American principle which cannot be too often repeated, both for the control of lawmakers and for the guidance of public opinion.

The other declarations of the platform were equally sound. They will be found printed in full elsewhere in this number of "Greater New York," and they will repay careful study.

THE MOHANSIC RESERVATION AND THE CITY'S WATER SUPPLY

Every citizen of New York City must regret Governor Miller's refusal to consider the objections made to the bill authorizing the State to sell the Mohansic State Reservation in the Croton watershed. This Reservation was created three years ago for the purpose of protecting the City's water supply from contamination. The issue is as im-

portant now as it was then, and strong reasons were submitted to the Governor by The Merchants' Association and by other civic and commercial organizations of this City against the Hewitt bill authorizing the sale of the Reservation.

The Governor ignored these protests and signed the bill without making any explanation as to his reasons for doing so. It is unfortunate that the introduction and passage of the bill by the Legislature occurred under circumstances which prevented protest before it reached the Governor.

Since the Reservation is now for sale, the State might well convey it to New York City and thus relieve itself of the expense of maintenance which is the only reason that has been advanced for authorizing the sale of the tract. The City contributed three-quarters of the million dollars that the State has spent on the site and buildings, and is the only community which has a vital interest in maintaining conditions which will protect the Croton water supply from danger of contamination. If conveyance is made to the City, the health of the inhabitants will still be protected despite the action of the Legislature.

FOREIGN TRADE AND THE REVIVAL OF PROSPERITY

It is generally conceded that a revival of foreign trade must precede the revival of business activity and of prosperity in the United States. Consequently, the recent meeting of the Foreign Trade Council in Cleveland was an unusually important event. The Merchants' Association was suitably represented at this meeting by delegates who took part in the proceedings.

The meeting formulated a number of recommendations designed to promote and foster foreign trade. These were well considered, and undoubtedly, if adopted, will do much to solve some of the more pressing foreign trade problems.

The attention of the members of The Merchants' Association is directed to the account of the meeting, which will be found on other pages of this number.

Foreign Trade Council Meeting Outlines Program

Important Recommendations Made After Discussion of International Commerce Problems at the Eighth Annual Convention of Delegates in Cleveland—The Merchants' Association Was Represented by Delegates Who Took Part in Discussions and Conclusions

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The Merchants' Association was represented at the Eighth National Convention of the National Foreign Trade Council which was held at Cleveland, May 4-7, by Messrs. C. F. Gregory, E. A. DeLima, W. H. Knox, C. A. Richards, George H. Richards and W. H. Mahoney.

About 1,400 Delegates There

They report that the Convention was successful and beneficial from every point of view. Approximately 1,400 delegates were in attendance. The crisis through which foreign trade has been passing during recent months brought the delegates together in a serious frame of mind and with the determination to make every effort to find whatever solution is possible for the problems and conditions now existing.

Speakers at the general sessions of the Convention outlined the broad problems confronting America's foreign trade. These were supplemented by the group sessions in which detailed study was given to existing conditions. In fact the Council, in planning the work of the Convention, shaped the program in such a way as to lay particular emphasis upon the group sessions, with their opportunities for free discussion, and upon the services of the trade advisers which were open to every delegate. The growing demand for conferences with these experts is proved by the eagerness with which the delegates accept these opportunities.

Senator Edge made a stirring address at the banquet Friday evening, pointing out the need for Congress to view the foreign trade of the United States and its needs from the viewpoint of present conditions rather than from the point of view of the traditional policy of any group or party in the United States.

The Final Declaration

The final declaration of the Convention which was formulated by the General Committee and accepted by the entire conference is as follows:

"The world is suffering today from unbalanced exchanges. Notwithstanding the position of the United States as a creditor nation, the present unstable financial condition of a large part of the world, especially of Europe, is the fundamental cause for our own business depression. A return to normal conditions in our own country depends in large part upon an improvement of our foreign trade. The present retrogression is clearly evidenced by the maximum of the country's export trade \$928,000,000 in June 1920, decreasing in October to \$751,000,000 and in March 1921 to \$384,000,000.

Stagnation Must Be Relieved

"Foreign nations whose imports exceed their exports have been compelled to curtail purchases because of inability to pay by exports. The result of this would be eventual restoration of more normal exchange, but the requirements of international commerce and domestic prosperity in each country demand immediate relief from present stagnation.

"The United States must continue to increase its imports of raw material and merchandise not detrimental to existing industry in order to receive pay for the exports necessary to stable employment of labor in agriculture and industry; and to permit of the liquidation of the obligations of the debtor nations. Continued liquidation in gold of foreign obligations to us will tend to renew inflation and arrest the beneficial readjustment of values on the basis required by present conditions throughout the world.

Long Term Credits

"It is generally agreed that the solution depends upon our ability to create adequate facilities for the purpose of drawing upon surplus American investment funds in order that the long term credits so badly needed by the disorganized countries of Europe may be furnished. Most of the countries of Europe are unable to pay us now and for some time to come in gold or merchandise, and unless they are enabled to obtain credits to purchase the raw materials which they need, their business and ours will continue to stagnate.

"We urge the immediate creation of

financial institutions under the Edge law, whose machinery will facilitate extension of long term credits to promote free exchange of exports and imports. We commend efforts to acquaint our investing public with the necessity of purchasing debentures issued by such institutions against approved foreign securities for this purpose, so that eventually every community will serve its own vital interest in furthering our foreign commerce as a necessary component of domestic prosperity.

No Danger of Panic

"The reduction of loans and accumulation of banking reserves now permit, and the lower price of many commodities justifies, the extension of credits sufficient to accelerate recovery in certain lines. This should gradually thaw frozen credits and end stagnation. It will further provide increasing export and import cargoes for our now partially idle Merchant Marine and contribute to restoration of economic equilibrium in countries suffering from war debts and inflated currencies and to a proper distribution of commerce in neutral markets.

"The increased confidence prevailing in the American business world denotes the disappearance of danger of financial panic. As liquidations progress and reconstruction in Europe proceeds, normal conditions will be restored. Nevertheless, after so great a disturbance in business and financial conditions, it is prudent to recognize that equilibrium will be restored and commerce resumed only by gradual processes. Months may elapse before necessary liquidation will have been accomplished. It will continue to be the part of prudent commercial and financial interests to refrain from hasty and ill-advised expansion, tending through renewed inflation to nullify quickly the present fruitful efforts of conservative business men to lead the country back into paths of safety and sanity.

Prices Still Too High

"It is manifest that while many products of our soil have been reduced in value to pre-war levels, a number of manufactured products remain too high

AMERICAN SHIPPING DISCUSSED AT TRADE MEETING

in cost of production to compete in neutral markets with foreign goods. It is essential that the substantial reduction in cost of living, which has already occurred in food products and other basic commodities, shall be followed by economies in cost of production until a stable balance of values of all commodities and productive effort is established. No readjustment, however, can be complete without reduction of costs of railroad transportation both for domestic and export shipment. Continuance of our present cost of finished merchandise would maintain unreasonable expense of living and put our products in a non-competitive position in markets of depleted purchasing power.

American Maritime Policy

"Congress has declared in favor of private ownership of our Merchant Marine as soon as practicable, but under present conditions it is impracticable to dispose of any considerable proportion of our Merchant Marine to private owners at fair prices.

"So much of the fleet as can not be chartered on a bare boat basis or time charter to private operators should be laid up pending the revival of world commerce, meanwhile the fleet will serve our national security as a naval auxiliary, in case of necessity.

"The plan should be abandoned of allocating ships to load at ports and for trade routes irrespective of the tonnage of cargo offering or of the losses to the Government attendant on this policy.

Cost of Operation

"While it is obvious that the ultimate sale price will be measured by the world market for similar ships, such parity of price and successful operation can be obtained only if the operating costs are approximately equal to those of our foreign competitors.

"Present shipping laws requiring larger crews subject American vessels to a disadvantage estimated at 5 per cent on the capital investment, while the compulsory advance of half wages in any foreign port of call adds a further burden of cost by involving excessive delays.

"As continued maintenance of the American Merchant Marine is of vital interest to American producers, exporters and importers, they should require the employment of American vessels in the carrying of their shipment of exports and imports to such extent as they are able to exercise preference

or control and in any case they should prevent discrimination against American ships in such transportation.

Would Insure Government Retirement

"It is believed that the adoption of these recommendations will save the Government its present large loss in carrying on the existing plan of operation and will insure ultimately the retirement of the Government from the shipping business through the sale to private owners of the fleet at reasonable prices.

"Between the United States and its possessions and foreign ports, rapid, regular combined passenger and freight service should be maintained for the prompt and regular carriage of the mails, express freight and merchandise.

"The State and Federal governments are urged to remove those disabilities caused by non-uniformity of State laws and excessive taxation which place American insurance at a disadvantage with the foreign insurance market in which they must compete. We urge the enactment of the marine insurance measure now pending in Congress, a model upon which uniform state legislation may be based.

Government Expenditures

"Excessive governmental expenditure in all countries imposes upon the commerce of the world a burden the further increase of which can end only in disaster. Provision of facilities for commerce is futile if every business activity continues to be oppressed by a multiplication of taxes. For the recovery of normal prosperity the utmost economy in governmental expenditures should be accompanied by unremitting frugality in private business.

"Throughout the world the stress of readjustment has been attended by deplorable violations of the sanctity of contracts, emphasizing the absence of adequate international machinery for the enforcement of awards of commercial arbitration. This deficiency should be promptly remedied. In many instances, all parties affected by breaches of contracts sincerely believe themselves in the right, as numerous commodities in foreign trade are not standardized. Standardization of the grain, cotton, iron ore and other staple trades has protected them from the defaults so numerous with merchandise to which standardization should, so far as practicable, be

applied. Business interests should cooperate with the United States Government to this end.

Uniformity in Definitions

"Through the initiative of the National Foreign Trade Council, standard definitions of shipping terms (F.O.B., C.I.F., etc.) in foreign trade have been generally adopted in the United States. The concurrence therein of commercial organizations abroad should be sought by the Council. Revision and uniformity of ocean bills of lading is greatly to be desired now that the hazards of war are removed.

"We commend the efforts of the American Bankers' Association and other organizations to adopt uniform standards of Letters of Credit.

Persistence Is Necessary

"American export business has been injured in the past by lack of persistent effort to hold markets already gained. American producers are urged not to abandon or lose interest in their foreign trade because it shows no profit for the moment, and to remember that in many cases it will cost much more to regain in the future a business lost now through lack of courage and foresight.

"The vast market which the United States offers to other nations on a basis of equality, and the supplies of American raw material exported without taxation or discrimination, entitle the American export and import trade to equality of treatment in all foreign markets.

Equality in Tariffs

"To insure such equality of treatment, the American tariff, whatever its underlying principle, should provide for additional duties on imports from nations discriminating—by tariffs or administrative practices—against the trade of the United States.

"The Foreign Service of the United States should be reorganized and established under a unified supervision which will promote its efficiency, both in diplomatic representation and in the collection and dissemination of commercial information. This reorganization should provide for a permanent career through the establishment of a national training academy for the Foreign Service, which will attract competent and ambitious young men into a life work of constructive effort in their country's service.

CONGRESS SHOULD ACT ON FOREIGN TRADE MEASURES

"Scientific educational training is as essential for our business agents as for our official representatives. It should equip them with accurate and practical knowledge of foreign markets and languages, as well as of the economic social and political conditions prevailing in other lands. The exchange of scholarships, already established with several countries, is a most helpful means to this end, and should be widely encouraged.

Prompt Action Essential

"The Convention urges upon Congress the vital importance of prompt action upon measures affecting our foreign trade now pending before it. Chief among those calling for immediate enactment are the increases of appropriation that will provide for much-needed expansion and improvement in the Bureau of Foreign and Domestic Commerce and in the Bureau of Standards in the Department of Commerce.

China Trade Act Needed

"We urge the earliest possible enactment of the China Trade Act, which will permit the formation of American companies to trade in China on a plane of tax equality with their competitors of other nationalities.

"We submit that the policy of taxing Americans abroad upon income derived from within the country of residence is fundamentally uneconomic; is really restrictive rather than productive of revenue, and is a handicap upon the promotion of American commerce dangerous to the success of American enterprise abroad, and bound to react disadvantageously upon industry at home. The United States is the only great commercial nation which pursues this policy, and we urge Congress to abandon it in the forthcoming revision of the revenue laws.

Foreign Trade Essential

"The steady maintenance of a prosperous foreign trade is as vital to the successful operation of government as to the welfare and contentment of all our people, and we submit that the time has come when the two houses of Congress may well consider the establishment of separate standing committees on foreign commerce as a means of insuring more prompt and effective handling of measures affecting foreign trade.

"We commend the improvement of foreign postal communications and the extension of international parcel post

Will Help Commerce

**AMERICAN CONSULAR SERVICE
AMERICAN CONSULATE
20, RUE NEUVE ST. PIERRE, 20
GHENT, BELGIUM**

November 29, 1920.

The Merchants' Association of New York, New York, N. Y.

Gentlemen: I beg to acknowledge receipt of your letter of November 15, 1920 together with a copy of your latest Year Book, which I have placed on file in this office.

I am very glad to receive this book, as it will be a very valuable one as a work of reference, and I am sure will be used in furthering American trade in this consular district.

Very truly yours,

**C. R. NASMITH,
American Consul.**

service recently accomplished, and urge upon Congress the revision of the revenue law necessary to permit the negotiation of a parcel post convention with Cuba, so that our manufacturers and exporters may be enabled to enjoy the same means of access to that market now available to their European competitors.

Waterway Development

"It is essential to the best development of the trade and commerce, both domestic and foreign, of the United States, and for defensive purposes in time of need, that our national waterways should be developed adequately and fully utilized.

"The popularization of overseas trade by those news and trade publications and press associations which have given valuable space and journalistic skill to the gathering and dissemination of accurate foreign news is recognized and appreciated. In certain sections of the country the supply of foreign news is inadequate for the needs of their industries, and this condition retards public understanding of foreign trade policy and of the true relation of foreign trade to the welfare and prosperity of our people.

Telegraph Communications

"Expansion of the systems of international telegraphic communication, under American control and operation, is

essential to proper development of our foreign trade.

"In the International conventions necessary to establish equal opportunity of all nations in the development of their communications we urge the importance of separate treatment of the two chief methods of communications on radio and cable.

"This Convention, representing every section of the United States, and without regard to politics, approve the policy of the State Department regarding mandates, as expressed in its recent note to the principal powers, and pledge thereto our full support."

COMPLAIN OF RATES

For Trucking and Storing General Order Merchandise, Present Rates Best Obtainable

Various members of The Merchants' Association have protested against the rates now effective for trucking and storing general order merchandise. These complaints were referred to the Foreign Trade Bureau of The Association, which consulted with the representatives of The Association who participated in the conference which fixed the rates. These representatives reported that in their judgment the rates established are the most reasonable that could be obtained, and that, in view of the fact that they were made effective for a period of twelve months ending December 1 next, nothing can now be done to change them.

CONVENTION CHANGE

Spice Grinders Will Meet on May 24, Instead of May 10

The Convention Bureau of The Merchants' Association announces the following change in the list of May conventions published in the May 2 issue of "Greater New York":

Spice Grinders' Section of the American Spice Trade Association, scheduled May 10, changed to May 24.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

GOVERNOR SIGNS MOHANSIC BILL

**Approves Measure Authorizing
the Sale of Protective Reserva-
tion in Croton Watershed**

FAILS TO STATE HIS REASONS

Without filing any memorandum or making any statement of his reasons, Governor Miller has signed the bill authorizing the State Board of Estimate and Control to sell the lands, building and premises of the Mohansic State Reservation, at Yorktown, in the Croton watershed.

Protests Ignored

The Governor ignored the strong protests made by The Merchants' Association and many other civic and commercial organizations in New York City, as well as by individuals, protesting against the sale of the Reservation as inimical to the health of the people of the City.

The bill which the Governor has made a law reads as follows:

Section 1. The State Board of Estimate and Control is hereby authorized and empowered to enter into a contract of sale on behalf of the people of the State, or to sell outright for cash, the lands, buildings and premises, including the railroads and railroad right of way and sidings of the Mohansic Lake Reservation, in the town of Yorktown, Westchester County, as created by chapter five hundred and forty-three of the laws of nineteen hundred and eighteen. Such board may sell and convey such property as a whole in one sale or by parcels, for such sum or sums as it may be able to obtain, and by public or private sale as may appear to be for the best interests of the State. In the event that such sale be by contract, such contract shall provide for the payment of ten per centum of the purchase price at the time the contract is made; the payment of the balance and the delivery of a proper conveyance or conveyances within six months therefrom, and the people of the State to retain possession of such lands and buildings and keep the same in ordinary repair to the time of such conveyance, such contract shall be accompanied by a bond or undertaking on the part of the purchaser or purchasers with sufficient securities conditioned for the performance of such contract; such contract and undertaking to be approved as to form, manner of execution, the amount of the undertaking and sufficiency of the securities by the attorney general, and be filed with such board when so approved. Upon payment of the sum or sums agreed upon for the sale of such property, or any parcel thereof, the State Board of Estimate and Control is hereby authorized and directed to execute a conveyance or conveyances, on behalf of the people of the State, to the purchaser or purchasers thereof or their lawful representatives or assigns. The proceeds of the sale or sales of such property shall be paid into the State treasury as provided in section thirty-seven of the State finance law.

Section 2. This act shall take effect immediately.

The opposition of The Merchants' Association and of the other organizations which protested to the Governor against the bill was based upon the same reasons which inspired the successful opposition to the construction of the Mohansic State Hospital and New York

State Training School for Boys, on the site which was afterwards converted into the Reservation. The fight against the project was begun by The Merchants' Association's Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman. It was shown by competent testimony submitted, first, to the Legislature and then to a Legislative Investigation Committee, that it would be impossible to prevent the contamination of the Croton water supply from the sewage of these institutions. Governor Whitman stood firmly against the construction of the great institutions in the Watershed, and the creation of the reservation in 1918 was the result.

The State Board of Estimate and Control, which is now authorized to sell this reservation, was created by a bill passed by the last Legislature and consists of the Governor, the State Comptroller, and the Chairman of the Appropriation Committees of the Senate and the Assembly.

MR. FILENE HEADS DAYLIGHT CRUSADE

**Boston Leader Accepts Presi-
dency of the Eastern Zone Day-
light Saving Association**

RECRUITING DRIVE IS BEGUN

Mr. A. Lincoln Filene of Boston, leader of the Daylight Saving campaign in Massachusetts, has been chosen President of the Eastern Zone Daylight Saving Association. Mr. Filene accepted the office after Mr. Robert Garland of Pittsburgh found that it would be absolutely impossible to discharge its duties. The names of the other officers of the Association have been announced in "Greater New York."

Other Organizations Invited

In order that the membership of the Eastern Zone Association may be extended as widely as possible, the following letter has been sent to commercial and trade organizations in the Eastern Time Zone by Mr. John R. Young, Secretary:

"This Association, the purpose of which is to secure the adoption of legislation providing for Daylight Saving on a five-months' basis within the limits of Time Zone No. 1, has completed its organization and is about to begin active work.

"Your cooperation in this effort is

earnestly solicited. As you probably have noted, the Edge-Ackerman bill, which is in conformance with the purpose of this Association, has been re-introduced in the Senate and the House of Representatives, and we are informed the measure is now in committee. We trust that you will inform the sponsors of this measure, Senator Walter E. Edge and Congressman Ernest R. Ackerman, of your approval of the bill, and that you also will ask your own representatives in the Senate and the House of Representatives to support it.

"It will be further appreciated if you will secure for this subject all possible publicity, especially to the end that individuals may be induced to write to their Senators and Congressmen urging the adoption of the Edge-Ackerman bill."

Support for Edge-Ackerman Bill

Both Senator Edge and Representative Ackerman are pressing in Congress the bill supported by the Eastern Zone Daylight Saving Association, which would establish Daylight Saving from the last Sunday in April to the last Sunday in September throughout the Eastern Time Zone.

Rochester is the only large city in New York State which has not availed itself of the option allowed by the State Daylight Saving Law, which permits localities to establish daylight saving. The Common Council there decided not to adopt a Daylight Saving Ordinance.

Transportation on Daylight Saving

The railroad and steamship lines generally are operating under daylight basis. This change extends even into the South. The Alabama, Tennessee and Northern Railroad, the headquarters of which is in Mobile, Alabama, recently put Daylight Saving into effect, and the other railroads with terminals in Mobile are expected to follow its example.

In view of the strike of the coal miners in Great Britain, it is now proposed to establish two hours of Daylight Saving instead of one, by setting the clocks still another hour ahead. This change would materially decrease the consumption of coal.

FARMS IN THE UNITED STATES

Census statistics show the total number of farms in the United States early last year to have been 6,449,242, of which 3,924,851 were operated by owners, 68,512 by managers and 2,455,879 by tenants.

Why not file "Greater New York"?

NEW STATUTES FRESH FROM THE LEGISLATURE OF 1921

Legislative Service Bureau Analyzes the Provisions of Laws Signed by Governor Miller During the Thirty Day Bill Period—Water Power Development

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of new laws, passed by the State Legislature, which will be printed in "Greater New York."

Benefits Injured Employees

Chapter 540, Laws of 1921

(Assem. Int. No. 261, Print 1773, by Mr. Brady)

An Act to amend the Workmen's Compensation Law generally. Approved May 3, 1921; effective July 1, 1921.

Amends Sections 25 and 77, by providing that compensation shall be paid periodically in place of wages, and as it accrues, and directly to the person entitled thereto without waiting for an award by the Industrial Board, except in those cases in which the right to compensation is controverted by the employer. The first payment shall become due on the twenty-first day of disability, on which date or within four days thereafter all compensation then due shall be paid, and thereafter compensation is payable bi-weekly.

The employer or the insurance carrier is required to notify the Commission within 25 days that he has begun payment of compensation or that the claim is controverted, giving the reasons therefor. Failure to pay any instalment of compensation within 10 days after it is due subjects the employer or the insurance carrier to a penalty equal to ten per cent of the compensation, which penalty accrues to the injured workman or his dependents, unless such delay or default is excused by the Industrial Board.

For the protection of the interests of both parties, the Commissioner may at any time refer such controverted cases to the Industrial Board for hearing, and cause investigation and medical examination to be made.

After July 1, 1921 a charge of \$5 is to be assessed against the insurance carrier for each adjourned hearing held at his request.

Permits Payment of Employees' Wages by Check

Chapter 642, Laws of 1921

(Sen. Int. No. 1169, Print 1774, by Mr. Knight)

An Act to amend the Labor Law gen-

erally. Approved May 6, 1921; effective immediately.

Provides, among other things, that an employer engaged in manufacturing, mercantile, mining, quarrying, railroad, steamboat, telegraph, telephone, water, express, and certain other industries may pay his employees by check, instead of in cash, upon furnishing satisfactory proof to the Commissioner of his financial responsibility and gives reasonable assurance that such checks may be cashed by employees without difficulty and for the full amount for which they are drawn; also that females over 21 years may be employed in operating polishing or buffing wheels for wet grinding under conditions specified by the Industrial Board.

Water Power Development

Chapter 579, Laws of 1921

(Sen. Int. No. 1076, Print A. 2081, by Mr. Gibbs)

An Act to amend the Conservation Law in relation to licensing the use of water for power and other purposes. Approved May 5, 1921; effective immediately.

Adds new Article 10-A, creating the New York Water Power Commission, consisting of the Conservation Commissioner, State Engineer, Attorney-General, temporary President of Senate and the Speaker of the Assembly. The Commission is empowered to make surveys and investigations and collect and record data concerning the developed and undeveloped water-power resources of the State, the locations or sites within the State where water power can be economically developed, the potentialities of such sites, the cost of developing the same, and such other data as it may deem necessary. It may issue to any person, association, or corporation, or to any municipality, a license for not to exceed 50 years, covering water power sites or lands, on payment of annual charge measured by a fair rental value. Every license shall reserve to the State the right, when the service is to the public, to fix reasonable rates to be charged by the licensee for furnishing heat, light or power generated, wholly or partly by the use of property covered by the license, and to regulate the service, capitalization and secured debt of the licensee and the licensed project. Licenses may not be

sold, transferred or assigned without written approval of the Commission, and may be revoked for failure to begin or complete a project within the time fixed therefor. Under conditions specified in the Act, property may be acquired by licensees, including transmission corporations, under an exercise of the right of eminent domain.

Determining Gain or Loss For Income Tax Returns

Chapter 573, Laws of 1921

(Sen. Int. No. 1281, Print 1828, by Mr. Davenport)

An Act to amend the Tax Law in relation to the ascertainment of gain or loss for the purposes of the income tax. Approved May 4, 1921; effective immediately.

Section 353 is amended to read as follows:

Ascertainment of gain and loss. 1. For the purpose of ascertaining the gain derived or loss sustained from the sale or other disposition of property, real, personal or mixed, the basis shall be, in the case of property acquired on or after January 1, 1919, the cost thereof, or the inventory value if the inventory is made in accordance with this article.

2. In case of property acquired prior to January 1, 1919, and disposed of thereafter,

(a) No profit shall be deemed to have been derived if either the cost or the fair market price or value on January 1, 1919, exceeds the value realized.

(b) No loss shall be deemed to have been sustained if either the cost or the fair market price or value on January 1, 1919, is less than the value realized.

(c) Where both the cost and the fair market price or value on January 1, 1919, are less than the value realized, the basis for computing profit shall be the cost or the fair market price or value on January 1, 1919, whichever is higher.

(d) Where both the cost and the fair market price or value on January 1, 1919, are in excess of the value realized, the basis for computing loss shall be the cost or the fair market price or value on January 1, 1919, whichever is lower.

These provisions are also made applicable to the 1920 returns.

Dividends of Close Corporations Exempt from Personal Income Tax

Chapter 625, Laws of 1921

(Assem. Int. No. 630, Print 664, by Mr. Judson)

An Act to amend the Tax Law in relation to deductions allowed from gross personal income. Approved May 6, 1921; effective immediately.

Adds new paragraph to subdivision 2 of Section 359, providing that income received during the taxable year as dividends from a corporation paying the business corporation franchise tax may be deducted from a taxpayer's gross personal income; provided that a corporation paying such dividends has not more than five stockholders, that its capital

LAWS OF IMPORTANCE TO THE PEOPLE OF NEW YORK CITY

stock is not a material income-producing factor, but that its income is to be ascribed primarily to the activities of the principal stockholders who are themselves regularly engaged in the active conduct of the affairs of the corporation, that the total sum paid by it to elected officers is not more than fifteen per centum of its entire net income and that the taxpayer in his return shows the facts with respect to the nature of the corporation and its liability under the business corporation franchise tax law.

Mortgage Tax Penalties

Chapter 532, Laws of 1921

(Assem. Int. No. 923, Print 1692, by Mr. Pette)

An Act to amend the Tax Law in relation to effect of non-payment of part mortgage tax. Approved May 3, 1921; effective immediately.

Section 258 is amended by adding the following new matter:

In any case where a mortgage of real property subject to the tax imposed by this article has heretofore been recorded or is hereafter recorded in good faith, and the county clerk or register has held such mortgage nontaxable or taxable at one amount, and it shall later appear that it was taxable or taxable at a greater amount, the State Tax Commission may remit the penalties in excess of one-half of one per centum per month.

Permits Wider Racks on Motor Trucks

Chapter 638, Laws of 1921

(Assem. Int. No. 526, S. Print 1593, by Mr. Lattin)

An Act to amend the Highway Law in relation to auto trucks and trailers. Approved May 6, 1921; effective immediately.

Section 282-a, prohibiting the operation on highways outside of cities of auto trucks and trailers in excess of certain weights, heights and widths, and limiting the weight of load to 800 pounds per inch in width of tire on any one wheel, is amended by providing that racks for carrying empty barrels, boxes and baskets and for carrying hay, straw and unthreshed grain may have width of not to exceed 8 feet at base of rack and 12 feet at top; also that the width of rubber tires, for the purposes of this Section, shall be ascertained by measuring width of the tire base channel or between the flanges of the metal rim.

Motor Truck Trailers

Chapter 593, Laws of 1921

(Assem. Int. No. 467, Print 2083, by Mr. Betts)

An Act to amend the Highway Law in relation to registration and number plates for manufacturers and dealers in trailers.

Sections 284 and 284-a, in relation to

registration and number plates for manufacturers and dealers, and the limited use of dealer's number plate by vendee, are amended by making the provisions of these sections applicable to trailers and to manufacturers and dealers, and to the sale of a trailer and to the use by the vendee of the dealers' number plates on the trailer sold; and providing that, for the purpose of applying such provisions, a trailer shall be deemed to be a motor vehicle.

Motor Vehicle Licenses

(Chapter 580, Laws of 1921)

(Assem. Int. No. 1547, Print 1939, by Mr. Judson)

An Act to amend the Highway Law generally in relation to motor vehicles. Approved May 5, 1921; effective July 1, 1921.

The licensing of motor vehicles and the administration of the motor vehicle law are transferred from the Secretary of State to the newly created Tax Commission.

Each county clerk, except in Albany County and in New York City, is to act as the agent of the Tax Commission in the issuance of number plates for passenger and commercial cars.

City magistrates and county judges, except county judges in New York City, are empowered, after a hearing, to revoke or suspend the license of any operator or chauffeur, for violations of the Highway Law.

All registrations are to expire January 1, instead of February 1, as formerly and thereafter all applications for registration or re-registration must be made to the State Tax Commission, Motor Vehicle Bureau.

Operators' and chauffeurs' licenses must hereafter be renewed July 1 each year, except that licenses now in effect shall upon their expiration be renewed for 5 months or until July 1, 1922.

Benefits Crippled War Veterans

Chapter 494, Laws of 1921

(Assem. Int. No. 663, Print 1505, by Mr. Burchill)

An Act to amend the General Business Law in relation to municipal regulations relating to hawkers and peddlers. Approved May 3, 1921; effective immediately.

Amends Section 35 by providing that no municipal by-law, ordinance or regulation shall prevent or in any manner interfere with the hawking or peddling, without the use of any but a hand-driven vehicle, in any street, avenue, alley, lane or park of a municipal corporation, by

an honorably discharged soldier, sailor or marine who is a cripple and the holder of a license granted pursuant to Section 32.

Agents of Apartment Houses Must Register

Chapter 533, Laws of 1921

(Assem. Int. No. 989, Print 1911, by Mr. Dickstein)

An Act to amend the Tenement House Law in relation to registration of name of agent of a tenement house and the definition of vagrancy. Approved May 3, 1921; effective September 1, 1921.

Section 140 is amended by requiring every owner of a tenement house and every lessee of the whole house, and every agent or other person having control of a tenement house to file a notice with the Tenement House Department containing his name and address and a description of the property. Section 155 and 153, in relation to vagrancy and the unlawful uses of apartment houses, are also amended.

Permits Widening of Fifty-ninth Street

Chapter 562, Laws of 1921

(Assem. Int. No. 56, Print 2039, by Mr. Steinberg)

An Act to amend the Greater New York Charter in relation to the transfer of certain property to the President of the Borough of Manhattan. Approved May 4, 1921; effective immediately.

Adds new Section 612-c, authorizing the Commissioner of Parks for the Borough of Manhattan to transfer to the President of the Borough of Manhattan, for highway purposes, seven feet of the existing sidewalk space running back from the north curb line of Fifty-ninth Street and extending along the north side of Fifty-ninth Street from Fifth Avenue to Columbus Circle, for the purpose of widening Fifty-ninth Street for vehicular traffic.

Requires Truth in Advertising

Chapter 520, Laws of 1921

(Assem. Int. No. 560, Print 1638, by Mr. Betts)

An Act to amend the Penal Law in relation to untrue and misleading advertisements. Approved May 3, 1921; effective September 1, 1921.

Section 421 is amended to read as follows:

Untrue and misleading advertisements. Any person, firm, corporation or association, or agent or employee thereof who, with intent to sell or in any wise dispose of merchandise, real estate, securities, service, or anything offered by such person, firm, corporation, or association, or agent or employee thereof, directly or indirectly, to the public for sale or distribution, or with intent to increase the consumption thereof, or to induce the public in any manner to enter

EXTRACTS OF NEW LAWS SIGNED BY GOVERNOR

to any obligation relating thereto, or to acquire title thereto, or an interest therein, makes, publishes, disseminates, circulates, or places before the public, or causes, directly or indirectly, to be made, published, disseminated, circulated, placed before the public, in this State, in a newspaper, magazine or other publication, or the form of a book, notice, circular, pamphlet, letter, handbill, poster, bill, sign, placard, label, or tag, or in any other way, an advertisement, announcement or statement of any sort regarding merchandise, securities, services or anything so offered to the public, which advertisement contains any assertion, representation or statement of fact which is untrue, deceptive or misleading, shall be guilty of a misdemeanor.

Blue-Sky Law

Chapter 649, Laws of 1921

(Assem. Int. No. 1540, Print 1932, by Mr. Martin)

An Act to amend the General Business Law in relation to fraudulent practices in respect of stocks, bonds and other securities. Approved May 7, 1921; effective immediately.

Adds new Article 23-A, authorizing the Attorney General to make investigations, either upon complaint, or otherwise, of charges that in the issuance, sale, promotion, negotiation, advertisement or distribution of any stocks, bonds, notes, evidences of interest or indebtedness or other securities within this State, any person, partnership, corporation, company or association is employing or about to employ any device, scheme or artifice to defraud, or for obtaining money or property by means of any false pretense, representation or promise, or is making or attempting to make fictitious or pretended purchases or sales of securities, or other fraudulent practices.

Whenever the Attorney General shall believe from evidence satisfactory to him that such fraudulent practices or transactions are being indulged in, he is authorized to bring an action in the name of the people of the State against those concerned to enjoin them from continuing such fraudulent practices or engaging therein or doing any act in furtherance thereof; also to prosecute all persons indicted for violation of this law.

Permits Use of Portraits on Merchandise

Chapter 501, Laws of 1921

(Sen. Int. No. 937, Print 1666, by Mr. Ferris)

An Act to amend the Civil Rights Law in relation to the dedication of the name or picture of any person for advertising or trade purposes. Approved May 3, 1921; effective immediately.

Amends Section 51, in relation to actions for injunction and damages for unauthorized use of name or portrait of any person for advertising purposes,

by providing that the act is not to be construed so as to prevent any person, firm or corporation from using the name, portrait or picture of any manufacturer or dealer in connection with the goods, wares and merchandise manufactured, produced or dealt in by him which he has sold or disposed of with his name, portrait or picture used in connection therewith; or from using the name, portrait or picture of any author, composer or artist in connection with his literary, musical or artistic productions which he has sold or disposed of with such name, portrait or picture used in connection therewith.

Protects Library Books

Chapter 429, Laws of 1921

(Assem. Int. No. 1406, Print 1639, by Mr. Jenks)

An Act to amend the Penal Law in relation to buying or receiving stolen or wrongfully acquired property. Approved April 30, 1921; effective September 1, 1921.

Section 1308 is amended by making it a felony for a dealer or collector of second-hand books or literary material to buy or receive any book, manuscript, map, chart, or other work of literature, belonging to, or bearing any mark or indicia of ownership by a public or incorporated library, college or university, without ascertaining by diligent inquiry that the person selling or delivering the same has a legal right to do so.

Bedding Law Amended

Chapter 273, Laws of 1921

(Sen. Int. No. 880, Print 997, by Mr. Simpson)

An Act to amend the General Business Law in relation to mattresses, upholstered box springs and metal bed springs. Approved April 21, 1921; effective immediately.

Sections 389-p and 389-r are amended by making it unlawful to use any term or designation likely to mislead, on the tags or labels attached to and describing the material used as the filling or in the construction of any mattress upholstered bed springs or metal bed springs; also providing that the type used in printing upon such tags shall be not smaller than eight point Gothic.

Note. In the abstract of the foregoing law published in the May 2 issue of Greater New York the size of type was erroneously given as "18 point."

WELCOMED BY MR. PIERSON

Mr. Lewis E. Pierson, First Vice-President of The Merchants' Association, delivered an address of welcome at the opening session of the Railway Development Association, on Wednesday, at the Hotel Pennsylvania.

EAST SIDE TOUR BRINGS REFORMS

Health Commissioner Copeland Promises to End Some of the Abuses Observed There

WRITES TO LITTER BUREAU

Health Commissioner Royal S. Copeland was escorted recently through certain portions of the East Side of Manhattan by the Manager of The Merchants' Association's Anti-Litter Bureau, who pointed out to him negligent conditions affecting public health.

Will Enforce Sanitary Code

In a letter to the Manager of the Bureau, Dr. Copeland refers to this tour of inspection as follows:

"I wish to thank you for taking me through the East Side. It was a very impressive trip.

"I have written the Street Cleaning Department asking them to give closer supervision to this section of the City, to see that more garbage cans are supplied, and to attempt to work out the many things which we discussed.

"I am also writing to Judge McAdoo, asking that he permit me to appear before the Magistrates to point out to them the importance of enforcement of provisions of the Sanitary Code.

Protection of Food

"The Bureau of Food and Drugs has had a campaign in this district regarding the restaurant conditions, and the Sanitary Bureau has been instructed to take every necessary step to cleanse this section of the City. You will be pleased to know that at the next meeting of the Board of Health an amendment to the Sanitary Code will be passed providing against the destruction and waste of milk bottles.

"This is but the beginning of many things I hope to do with your cooperation in that section of the City."

MR. STRAUS MADE ADDRESS

Mr. Percy S. Straus, a member of the Convention Committee of The Merchants' Association, spoke in welcome to the members of the National Association of Paper Box Manufacturers at the opening session of their convention at the Waldorf, on Wednesday.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

MORE CITIES ADOPT DAYLIGHT SAVING ORDINANCES

Movement for an Extra Daylight Hour Spreads Rapidly Throughout New York State and New England—Centers in Other States Are Falling Into Line

A number of additions have been made to the list of cities and towns which have adopted Daylight Saving under the local option plan since the publication of the first list in "Greater New York."

The New Jersey List

In New Jersey the following towns should be added to the list:

New Brunswick
Atlantic City
Camden
Montclair
Morristown
Perth Amboy
Passaic
The Oranges

More Cities in Maine

In Maine, the following should be added as savers of daylight:

Eastport
Lewiston
Oldtown
Rockland
Westbrook

Connecticut Towns Insist

In Connecticut, where there is a State law forbidding Daylight Saving, the following additional centers have set their clocks forward:

Danbury
Groton
New London
Norwalk
Stonington
Waterbury

Pennsylvania Cities in Line

In Pennsylvania additional cities which have adopted Daylight Saving are:

Bethlehem
Breckenridge
Erie
Franklin
Oil City
Tarentum

Sentiment Spreads in Michigan

In Michigan Daylight Saving has been adopted in the following additional places:

Adrian
Battle Creek
Grand Rapids
Jackson
Kalamazoo

Daylight Saving Wins

New York Tribune

If any one had any doubts respecting the popular success of Daylight Saving the smoothness and acclaim with which the time shift has just been accomplished should clear his mind. Even localized and hampered by a State Legislature it has prevailed in the larger centers of population, with only petty inconvenience suffered.

The smaller towns in the State, serving large rural districts, face more of a problem. Wrangling is already on, and it is safe to guess that the halfway measure enacted in the late Legislature will be roundly damned by farmers and villagers alike. In the long run there can be no question that Daylight Saving must be applied on a larger scale, state wide or throughout a time zone. Just how firmly resolved upon the measure the cities are is shown by Hartford, which is defying a State prohibition in order to obtain the benefits of extra daylight.

The truth is that more daylight means saved health and lives to city dwellers. It is an issue well worth fighting for. The sooner the rural districts come to understand the gravity and urgency of the time shift for densely populated districts the better.

Muskegon
Sault Ste. Marie

Action in Other States

The following towns in Indiana have adopted Daylight Saving:

Connersville
Gary
Hammond

In Wisconsin, the city of La Crosse should be added to the list.

In Kentucky, the Daylight Saving cities include:

Covington
Louisville
Newport

In Texas, Fort Worth is on a Daylight Saving basis.

Mr. P. H. Dollison, Secretary of the

Manufacturers' Association of Fairmont, West Virginia, writes that his Association has adopted the following resolution:

"Resolved, That said Manufacturers' Association of Fairmont does subscribe to the efforts for and support said Daylight Saving plan, and realizing that confusion, embarrassment, and loss may result from restricted or incomplete adoption of the plan, does urge that other civic associations and bodies throughout the Monongahela Valley and immediate territory, likewise support the Daylight Saving plan and work to the end that it be adopted throughout said Valley and territory at the earliest practical time; and furthermore recommends that such laws and ordinances be passed or such other legal action be taken by National, State, County and Municipal bodies as may be necessary to make Daylight Saving effective at the earliest possible date."

QUARANTINE PLANT

This Association's Suggestions for Improvement Acknowledged by the Treasury Department

The Merchants' Association recently wrote to the Secretary of the Treasury calling attention to the inadequacy of the plant for handling immigrants at the Port of New York, and urging that better provision be made. The following reply has been received from Mr. Ewing Laport, Assistant Secretary:

"In response to your letter of April 25, relative to increased quarantine facilities at the Port of New York, I am pleased to advise you that the Department presented such an estimate for the consideration of Congress in the closing days of the last session but favorable action was not taken on the Department's request.

"The Department contemplates, however, resubmitting at an early date for the consideration of Congress estimates for additional facilities and equipment at the New York Quarantine Station as will serve all reasonable demands looking to the protection of the health of the Port and at the same time without unnecessarily obstructing commerce."

PAYMENTS MADE HERE UNDER CUBA'S TORRIENTE LAW

Inquiry Made by The Merchants' Association Through Its Foreign Trade Bureau Reveals Actual Conditions as to the Operation of the Statute

The Merchants' Association recently sent a questionnaire to a large number of New York firms interested in Cuban business, making inquiry of them with respect to the payments which had been made under the provisions of the Torriente law. The questionnaire was sent out on April 15, and up to April 25, The Association had received the definite information desired from more than one hundred firms. Forty-five other houses have replied to the communication to the effect that their Cuban affairs are in such a condition that they could not well fill out our questionnaire. A summary of the figures so far reported is contained in the following paragraphs.

Discounts Should Be Added

Attention should be directed to the fact that the figures are not to be accepted as conclusive in certain particulars. For example, a large number of houses reported that the amount of their overdue receivables as contained in their report is a material understatement of the original account, because of the fact that, uniformly at the request of the Cuban importer, material discounts have been allowed. This is, of course, in addition to the trade discounts allowed under ordinary conditions. The amount of the discount varied, sometime approaching 50 per cent of the original invoice.

A second factor also indicates that the following figures are an understatement of the seriousness of the situation, namely the fact that American shippers have frequently withheld shipments of merchandise, sometimes on their own initiative, and sometimes at the request of the Cuban shipper, these shipments having been a source of expense to them for which they may not be reimbursed. Certain houses report that as soon as Cuban firms appeared to be unable to meet their obligations properly, the American firms canceled orders placed with mills, diverted shipments to other consignees, or placed the merchandise in warehouse, each of these procedures necessitating a loss to them. Naturally, no measure of the extent of loss thus involved is obtainable.

The questionnaire which was sent out promised that the information received would be held strictly confidential so

far as the name of each correspondent was concerned.

The Questions and Answers

In order that the data may be interpreted correctly, each is reported under the specific question addressed to the different houses.

1

Amount of your Cuban overdue receivables February 1, 1921, i. e., prior to the first payment due under the Torriente Law.

One hundred and twelve firms furnished detailed answers to this question, the total amount represented by these houses being \$7,662,352. Individual amounts range from a minimum of \$100 to a maximum of \$904,000. Twenty firms reported totals amounting to or exceeding \$100,000 each, the average for the entire group being \$68,414.

2

On February 14, 15 per cent of these accounts were due. What percentage did you receive?

One hundred and three of the 112 firms reported to us the exact amount, or percentage, of money they had received on account. This ranges from 0 to 33-1/3 per cent, the average for the entire group being 6.2 per cent.

3

On March 16, an additional 25 per cent was due. What percentage did you receive?

One hundred and four firms reported the percentage paid to them on this date, the figures ranging from 0 to 68.7 per cent, the average for the group being 6.8 per cent.

4

On April 15 an additional 25 per cent was due. What percentage did you receive?

Before presenting data under this question, two facts should be considered. First, certain houses were not able to present the percentage payments for each period separately and furnished us with a single figure covering the three payments, which figure was necessarily included in this column. Second, the questionnaire was sent out on April 15 and certain houses reported to us that possibly payments were deposited in Cuba at that time, confirmation of

which had not reached them. One hundred and eight firms reported the percentage of payments received between March 15 and on April 15. The percentages for this period range from 0 to 92, the average for the entire group being 6.6 per cent. During the whole period of three months 19.6 per cent of the totals receivable was paid.

The experience of the different houses in connection with these payments was by no means uniform. In certain instances the largest payment was made during February, the percentages decreasing in each of the other months. In other cases, far less frequent, the percentage payments increased steadily from February to April.

Attention is called to another consideration in connection with the foregoing figures, in that a few large percentages of payment have doubtless increased the average for each group to an extent which might possibly be misleading. If under each date, a few of the high percentages were eliminated, the average would be materially decreased. To illustrate this we might report the fact that of the total of 108 firms listed under the payments due on April 15, only eight received payments which equaled or exceeded 25 per cent.

5

What general class of goods are included in the above statement?

The character of the merchandise ranged from "general" to such specialties as "parasols," "sport goods," "paper cups," "advertising material," etc. Thirty-seven of the firms, however, were shippers of textiles, almost all of these being cotton rather than woolen textiles. In this connection it should be noted that the large amounts reported to us as due to American houses were almost uniformly accounts due to American shippers of textiles, usually cotton piece goods. In fact, all of the shipments amounting to \$100,000 or more, except 5, were accounts of textile merchants. The other accounts equaling \$100,000 or more, included clothing (1), hosiery (1), hardware (1), food products (1), bags and paper (1).

Fifteen firms have forwarded shipments of wearing apparel including hats, shoes, dry goods, etc. Other articles listed included notions, metals

PAYMENTS MADE UNDER CUBAN TORRIENTE LAW

6

and machinery, colors, drugs and chemicals, etc.

In your judgment is there serious danger of a large number of failures of Cuban houses?

(a) If there is strict compliance with the payments stipulated under the Torriente Law.

(b) If there is not strict compliance with the payments stipulated under the Torriente Law.

The answers to these questions are by no means conclusive, many houses reporting that they were not sufficiently well acquainted with conditions in Cuba to warrant an answer. For example, under question "(a)," as to the likelihood of a large number of failures in Cuba if strict compliance with the Torriente Law were enforced twenty-seven firms reported Yes, twenty-seven firms reported No, fifty-seven firms failed to answer. One firm answered that there might be a "few" failures.

The answers recorded under "(b)" as to the likelihood of failure if strict compliance with the Torriente Law were not enforced are equally inconclusive. Twenty-four firms answered "No," twelve answered "Yes," and seventy-six failed to answer.

The figures so far accumulated indicate a serious general situation with the possibility of grave losses to many individual houses.

The foregoing figures have been presented to the Foreign Trade Committee of The Merchants' Association and to the Executive Committee. The entire matter will be taken up with the Government.

PORT STATISTICS

The Port of New York covers 616,928 acres of territory, 433,373 acres lying within the State of New Jersey. Its total population is close to 8 million, and the length of its water-front is 921 miles. Out of 4,862,250 lineal feet available for water-front purposes, only 1,900,000 lineal feet have been made use of. The Port is therefore susceptible of a very much more extended development, and its continued growth can be confidently counted upon. Indeed, if the city is to take care of the business offered, an extension of its existing facilities is absolutely necessary. During the last 20 years, there have never been enough wharves to meet the demand.

SOUTH AMERICAN MAIL EXPLAINED

Post Office Department Replies to Complaints Made by Business Men

REASONS GIVEN FOR DELAY

The Merchants' Association recently recalled the attention of the Post Office Department to the unsatisfactory character of the mail service to the East Coast of South America.

Department's Reply

A reply has been received from the Second Assistant Postmaster General denying that there is anything the matter with the service and attributing the complaints to misinformation. In this reply the Second Assistant Postmaster General says:

"I beg to inform you that it is the invariable practice of this Department to dispatch mails for all foreign countries by the steamer and the route which is scheduled to land the mails soonest at destination regardless of whether or not such steamer is the first to depart from the United States port of despatch. It may happen, however, that a steamer is assigned mails for a foreign country or countries pursuant to this policy, and based on a schedule furnished to the Department, as well as the previous record of the steamer in case previous service has been performed, but due to unavoidable accidents or other causes, the arrival of the steamer at destination is delayed without it being possible to transfer the mails for onward transmission, which mails consequently are likewise delayed in delivery, such delay, it is evident, being due to no fault of the Post Office Department.

Accidents Will Happen

"There was a recent instance where mails were assigned to a steamer which met with an accident and was compelled to put into port en route, and which failed to send the mails onward to destination by another opportunity, thereby unnecessarily delaying the mails fifteen or twenty days, while in another case a steamer was detained at a Brazilian port as the result of a strike and was not able to transfer the mails for onward despatch in order to expedite their delivery. Doubtless it was one of these unforeseen incidents which accounted for the arrival in Buenos Aires of a mail dated in November subse-

quent to the arrival of a mail bearing dates in December.

"All delays of this character are made the subject of thorough investigation, and where the steamship company is found to be at fault, appropriate action is taken by the Department."

Responsibility Disclaimed

In addition the Second Assistant Postmaster General says:

"I may add that most of the complaints relative to the mail service to the East Coast of South America were received from persons resident or temporarily located in said countries, or if received from patrons of the United States service, were based on information received from addressees in those countries; and that the investigations made by this Department in no case disclosed that the alleged delays were due to the improper despatch of the mails by this service.

"It was shown, however, that in some cases erroneous information was received from officials at the ports of arrival in South America, or that the information furnished was not understood, and that the basis for the complaint in several instances was due to the circumstance that frequently a number of steamers from the United States arrived in Buenos Aires, Montevideo, or other port without mails, the complainants evidently having failed to give due consideration to the time of despatch of such steamers from New York.

Misunderstanding

"In other words, the addressees failed to understand that if four steamships were to sail from New York consecutively during the course of a week, to be followed on the eighth day by a fifth steamer scheduled to arrive at destination in advance of the first four, the Post Office Department would be justified in assigning mails only to the steamer last mentioned and, in practice, actually and invariably follows this procedure."

INCREASE IN FOREIGN BORN

The foreign born population of the United States increased 358,442, or 2.6 per cent during the ten years from 1910 to 1920.

MOTOR REGISTRATION FEES

A total of \$102,034,106 was paid for the registration of motor cars in this country last year.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

WHY SHIPPERS SHOULD ADOPT THE "RIGHT WAY PLAN"

Traffic Bureau Shows the Need for Reform in Making Express Shipments and the Good Results Which Have Followed Its Adoption

Prepared by the Traffic Bureau of
The Merchants' Association

Reference was made in "Greater New York" of January 17, to the "Right Way Plan" campaign inaugurated by the American Railway Express Company in an effort to raise the standard of express service throughout the country. In that article, to enlist shippers' cooperation in the movement, The Traffic Bureau made certain recommendations respecting the use of containers and methods in packing, marking, addressing and filing claims.

Improved Methods Needed

Experience gained through the conduct of the "Right Way Plan" campaign disclosed the need for improved methods to eliminate or at least reduce the number of shipments finding their way to the carrier's On Hand Department, where they are held pending determination of the owner and disposition instructions from him. The carrier,

2. Marking packages so illegibly that the place of delivery cannot be determined.

3. Consignee's refusal to accept the shipment and the refusal of the shipper to permit its return.

Situation Is Improving

In a further effort to enlist the cooperation of shippers in the carrier's campaign to prevent shipments from going "on hand," the Traffic Bureau in "Greater New York" of March 21 urged the adoption of improved methods in addressing, and marking packages and handling refused shipments.

The logical result of the carrier's failure to deliver goods entrusted to it for transportation is the filing of a claim for the value thereof by the shipper or consignee, with attendant delay, annoyance and expense in securing adjustments.

The following table supplied by the Loss and Damage Department of the American Railway Express Company is illustrative of the claim situation:

NUMBER OF CLAIMS PRESENTED COMPARED WITH NUMBER OF SHIPMENTS HANDLED
American Railway Express Co. (Incorporated)

Year	Month	Number of claims presented during this month	*Actual No. shipments handled during second previous month	No. claims presented for each 1,000 shipments handled
1919	Jan.	248,680	16,737,896	14.55
	Feb.	221,185	16,458,182	11.98
	Mar.	200,108	16,029,767	12.47
	Apr.	186,591	15,693,425	11.88
	May	170,682	15,253,115	9.29
	June	149,727	14,586,574	7.64
	July	144,469	15,881,339	7.65
	Aug.	135,878	15,684,396	6.90
	Sept.	124,505	15,988,326	6.24
	Oct.	129,970	20,100,876	6.98
	Nov.	122,926	20,848,691	5.90
	Dec.	128,099	20,250,855	7.02
1920	Jan.	158,685	19,550,612	8.11
	Feb.	138,427	20,950,667	6.60
	Mar.	167,815	17,427,184	9.62
	Apr.	165,218	16,552,627	9.98
	May	150,956	16,164,808	7.84
	June	168,790	15,551,944	9.89
	July	162,624	15,926,723	8.58
	Aug.	162,645	15,754,487	7.77
	Sept.	150,651	19,374,190	7.97
	Oct.	156,128	19,575,443	6.90
	Nov.	127,612	19,227,614	6.60
	Dec.	129,226	19,574,288	6.80
1921	Jan.	118,696	17,455,539	5.22
	Feb.	93,104	17,841,849	

*On an average, 50 days elapse between Movement of Traffic and Presentation of Claim—hence comparison is made to number of shipments handled second month previous.

therefore, started another campaign to prevent shipments from going on hand.

The carrier's investigation into the "on hand" situation disclosed that the causes of a large number of shipments going on hand are:

1. The address on the shipment being inaccurate or the consignee not being at the address given.

Care Decreased Losses

Numerous fluctuations in the number of claims presented compared with the number of shipments handled will be noted from the table shown above. It will also be noted that the smallest number of claims filed from January, 1919 to February, 1921 occurred in the last named month.

The reduction in the number of claims filed from 14.55 per thousand shipments in January, 1919, to 5.22 per thousand shipments in February, 1921, is, in our judgment, attributable in large part to the better preparation of packages and better handling accorded express shipments as the result of the campaigns heretofore referred to. Claims, like all other affairs, are easiest controlled in their origins and if shippers use proper methods in preparing and delivering their shipments to the carrier, considerable annoyance, expense and delay in the handling of claims will be avoided.

The Traffic Bureau will be very glad to supply interested members with information regarding improved methods in handling express shipments.

FIRMS IN CHINA

This Country Asks for Legislation Which Will Permit Them to Incorporate

In accordance with action taken by The Merchants' Association, the following letter has been sent to Senator Thomas J. Walsh, Chairman of the Senate Judiciary Committee, by Mr. S. C. Mead, Secretary of The Merchants' Association:

"The Merchants' Association of New York desires to be recorded as in favor of the enactment of S. 209, a bill providing for the incorporation of American firms doing business in China. It is the belief of our Association that the principles enumerated in this bill are correct and should be incorporated into law. It further believes that the enactment of the measure in question will furnish valuable assistance to American firms in the Orient which are often compelled to compete with houses conducted by nationals of other countries under business conditions most prejudicial to them.

"We desire to express the hope, therefore, that you will feel it wise to give the bill your full support both in Committee and when it is up for discussion on the floor of the Senate."

New York may be had for sixty-five cents. Special "binders" or covers for "Greater

DIRECTORS ELECT MORE NEW MEMBERS

Public Spirit and Many Advantages Cause Leading Business Houses to Enroll

ACTION TAKEN ON THURSDAY

The following individuals, firms and corporations were elected to membership in The Merchants' Association by the Board of Directors last Thursday:

Bauer, Mr. Richard, 310 Church Street—Paper and Twine.

Duer, Strong and Whitehead, Mr. William H. Van Benschoten, 43 Exchange Place—Lawyers.

Emerson & Morgan Coal Mining Corporation, Mr. H. E. Morgan, President, 1 Broadway—Mining and Wholesale Coal.

Esselstyn and Haughwout, Mr. Everett J. Esselstyn, 2 Rector Street—Lawyers.

Fleischmann Construction Company, Mr. G. J. Fleischmann, Treasurer, 531 Seventh Avenue—Engineers and Contractors.

Gillette Safety Razor Company, Mr. C. E. Rock, 170 Broadway—Manufacturers of Razors and Blades.

Kay Manufacturing Company, Mr. A. Lipper, Vice-President, 5 Washington Avenue, Brooklyn—Manufacturers of Furniture, Springs, etc.

Kiddle and Margeson, Mr. Alfred W. Kiddle, 115 Broadway—Lawyers.

Mayer, Mr. Morris S., 5 East Seventeenth Street—Manufacturer Women's Neckwear.

New Process Cork Company, Mr. Walter B. Merriam, President, 68 Thirty-fifth Street, Brooklyn—Manufacturers of Crown Seals and Composition Discs.

Olcott, Bonyng, McManus and Ernst, Mr. William M. K. Olcott, 170 Broadway—Lawyers.

Perlmann, Schal and Stern, Mr. Nicolaus Perlmann, 49 East Twenty-first Street—Manufacturers and Importers Decorative Art Linens.

Read, F. A. Incorporated, Mr. F. A. Read, President, 47 Jay Street—Fruit Packages.

Reis, Mr. Julius S., President, Manila Trading and Supply Company, 11 Broadway—General Merchandise.

Schlecht and Klie Company, Mr. E. C. Schlecht, President, 400 Greenwich Street—Commission Merchants and Importers Salt and Preserved Fish.

Searle, Nicholson, Oakley and Lill, Mr.

Valuable Help

May 6, 1921.

Manager, Anti-Litter Bureau,
The Merchants' Association of
New York.

Dear Sir: In reply to your letter of April 21, relative to the assistance rendered by Block Captains in connection with the work of your Anti-Litter Bureau, I am pleased to say that help of this kind is valuable, and the young men engaged in the work are to be commended and encouraged for their fine spirit of cooperation.

Very truly yours,

JOHN F. HYLAN,
Mayor.

H. F. Searle, 295 Broadway—Certified Public Accountants.

Smith, Frederick C., Company, The, Mr. Frederick C. Smith, President and Treasurer, 1 Liberty Street—Insurance.

Stransky Manufacturing Company, Incorporated, Mr. M. Stransky, President, 261 Canal Street—Electric Fixtures.

Thomas and Houghton, Mr. Hector W. Thomas, 111 Broadway—Lawyers.

Thurn, Mr. Daniel A. Young, 15 East Fifty-second Street—Makers of Gowns, Millinery and Furs.

Waldo, Mr. Richard H., Publisher, Hearst's International, 119 West Fortieth Street—Hearst's International.

Woonsocket Knitting Company, Mr. Maurice Linder, 135 Fifth Avenue—Manufacturers Fancy Knit Goods.

Wooster, Mr. Julian S., 115 Broadway—Lawyer.

LEGISLATIVE SERVICE

**Bureau of Merchants' Association
Gave Valuable Aid to
Members in April**

The Legislative Service Bureau of The Merchants' Association during the month of April answered 176 requests from members for information regarding various legislative matters. Of these requests, sixty-seven related to Federal legislation, forty-three to State legislation, nine to City ordinances, and fifty-seven to miscellaneous subjects.

Of the 287 bills introduced in the Legislature between April 1 and 16, abstracts were made and published in "Greater New York" of twenty-two of the measures regarded as of interest or importance to members.

EASY MONEY FOUND IN THE SUBWAYS

**Cynical Promoter Tells How to
Get it Out of the Pockets
of the Passengers**

MOST CHARITIES ARE HARD UP

Prepared by the Bureau of Advice and Information of the Charity Organization Society

If you want to get money for a "cause," send a few mite-box shakers into the subway trains. Apparently the system never fails.

The highly optimistic promoter of a new scheme for curing all the social ills that flesh is heir to is perfectly frank in his comment on the advantages of the subway as a field for money raising.

How It Works

"I've tried the regular ways to get money," he said, "and they won't work in times like these. The rich people aren't interested in a scheme like mine, and the poor people haven't the money to give. But the collectors in the subway and elevated trains are a cinch. Commissions? Oh, yes, of course we have to split with the girls we send out, but even at that it can't be beat for actually getting the money. It's surprising how the nickels and dimes and quarters count up.

"Permits? We-ell, we don't bother about 'em. The subway guards are usually good-natured, and the worst they do is to put a girl off the train. She just hops on the next one, and has time to work a car or two before she strikes the guard again.

"Believe me, you can't get the money these days if you give people a chance to think. But let a pretty girl rattle a box with a showy label on it, and it's a snap."

A Time For Commonsense

All social welfare organizations, no matter how tried and sound, are having difficulties these days in raising funds to meet their obligations. The wild-cat group, the charity pirates and the promoters of doubtful experiments are driven to any expedient to finance their schemes. It is preeminently a time for every one to exercise commonsense in his charitable contributions, whether they be large or small; to make certain that his donation actually does a needed work efficiently.

RECEIVED
MAY 23 1921
CITY OF NEW YORK

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MAY 23, 1921

No. 21

Port of New York Subject of Council Meeting

Improvement of the Port Facilities and Lowering of Costs Will Be Discussed at the Last Luncheon Meeting of the Season Next Friday—Speakers Are Men Who Are in Charge of Great Projects for the Development of the City's Chief Asset

The Members' Council of The Merchants' Association will hold a luncheon meeting on May 27 in the Hotel Astor for the discussion of "Greater Facilities and Lower Costs in the Port of New York."

New Legislation

The enactment by the Legislatures of New York and New Jersey of the new Port of Authority law and the appointment of the Port of Authority completes the list of agencies which are hard at work for the improvement of the Port. The projects already begun will contribute largely to the more convenient and economical transportation of commodities to and through the Port.

Chairman Outerbridge to Speak

The principal speaker at the luncheon will be Mr. E. H. Outerbridge, Chairman of the Port of New York Authority, former Director of The Merchants' Association and former President of the Chamber of Commerce of the State of New York. Mr. Outerbridge has given years of study to the Port and has been identified with the formulation of plans for its improvement and proper equipment. His position as head of the New Port of New York Authority will give him jurisdiction over work of the utmost importance to the development of the Port.

General George R. Dyer

General George R. Dyer, Chairman of the New York State Bridge and Tunnel

Members' Council LUNCHEON MEETING

The Port of New York

SPEAKERS:

MR. E. H. OUTERBRIDGE

Chairman of the Port of New York Authority

GENERAL GEORGE R. DYER

Chairman of the New York State Bridge and Tunnel Commission

MR. GEORGE A. POST

of the Hudson River Bridge and Terminal Association

MR. J. J. MANTELL

Regional Manager of the Erie Railroad Company

DATE—MAY 27

PLACE—HOTEL ASTOR

DOORS OPEN—12.00

LUNCHEON—12.30

SPEAKING—1.00

ADJOURNMENT—2.00

\$2—PAY AS YOU ENTER

Commission, will be another speaker. He will explain the plans which are now under way for the construction of a vehicular tunnel under the Hudson River from Canal Street in Manhattan to

Jersey City. This great project will afford new means of communication and will relieve the Harbor of much interstate vehicular and freight traffic.

Mr. George A. Post

Mr. George A. Post, a member of the Hudson River Bridge and Terminal Association, will explain the plan for the construction of a suspension bridge over the Hudson River. This plan has been under discussion for many years and it has lately received fresh impetus.

Mr. J. J. Mantell

Mr. J. J. Mantell, Regional Manager of the Erie Railroad, will discuss the railroad situation in and about the Port of New York. The collection and distribution of freight, the location of railroad terminals and the use of car floats and lighters made necessary by the peculiar situation of the Port, all enter into the railroad and port problem.

Mr. William C. Breed, Chairman of the Members' Council, will preside at the luncheon which will probably be the last luncheon before next fall.

Schedule for the Meeting

The officers in charge of the meeting make a special request for promptness on the part of the members of the Council who attend it. The doors will be opened at 12 o'clock and luncheon will be served at 12:30. Speaking will begin at 1 o'clock and adjournment will take place at 2 o'clock.

Asks City to Acquire Mohansic State Reserve

This Association Requests the Board of Estimate and Apportionment to Seek Title to the Tract of Land in Westchester County That the State Proposes to Sell—City Ownership Would Protect Croton Water Supply—Appeal Made Also to the State Board

In view of the enactment of the law authorizing the sale of the Mohansic State Reservation in the Croton watershed, which was formed for the purpose of protecting the purity of the City's water supply, and in view of the danger that the site may be sold upon terms which will endanger the purity of the water supply, President William Fellowes Morgan, on behalf of The Merchants' Association, has written to Mayor Hylan, asking the City to acquire the Reservation.

Letter to Mayor Hylan

The fight for the watershed was led by The Association's Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is chairman.

President Morgan's letter to Mayor Hylan reads as follows:

"The Merchants' Association, by action on the part of the Board of Directors, hereby requests the Board of Estimate and Apportionment of New York City to make application to the State Board of Estimate and Control for the transfer to the City of New York of title to the Mohansic State Reservation in the Town of Yorktown, Westchester County, for a nominal consideration.

"The land included in this Reservation was originally purchased by the State of New York as a site for the Mohansic State Hospital and the New York State Training School for Boys.

"The City protested that the location of these great institutions upon Mohansic Lake, the outlet of which is into the City's Croton water supply, would inevitably endanger the health of the people of the City. After a campaign extending over two years, the site was converted into the Reservation.

"The last Legislature passed a bill authorizing the State Board of Estimate and Control to sell the lands, buildings and premises of the Reservation. We understand that Commissioner Nicholas J. Hayes of the Department of Water Supply, Gas and Electricity, before the

bill became a law, addressed a letter to you pointing out the dangers to the purity of the City's Croton water supply which would follow its enactment.

City Paid Most of the Bill

"The City contributed indirectly through taxation about three-quarters of the money expended by the State for the purchase of the Reservation and the erection of the buildings thereon. It is the only community which has a direct and vital interest in preserving conditions in the tract which shall prevent the contamination of the Croton water supply. For these reasons it is appropriate that when the State divests itself of the title to the lands comprising the Reservation, the City should become its successor in ownership and control.

"Trusting that the matter will receive consideration from the Board of Estimate and Apportionment in the near future and before any other disposition shall have been made of the Reservation, we have the honor to be, etc."

A copy of this letter was sent by President Morgan to Governor Miller, Chairman of the Board of Estimate and Control. This Board is authorized by the new law to make the sale. In the letter to the Governor, President Morgan said:

"For the reasons above set forth The Merchants' Association is extremely desirous that the City shall be placed in control of the Mohansic Reservation. Should it fail to obtain control however. The Merchants' Association requests that the State shall not relinquish its title to the Reservation without imposing conditions and restrictions which will safeguard the City's Croton water supply from any possibility of contamination resulting from the use or occupancy of the tract after title has passed from the State. We take the liberty of suggesting that such conditions might readily be framed by the State Department of Health in cooperation with the City's Department of Water Supply, Gas and Electricity."

A STATE PARK FOR SALE

New York Times

Governor Miller's approval of the bill for the sale of the Mohansic Lake Reser-

vation has a double interest for this city. The reservation protects the purity of the watershed from which this city gets part of its drinking water. That was the consideration which led this city to pay the larger part of the cost of presenting the State with a park for nearly nothing. Now the State "authorizes" the new State Board of Estimate to sell the reservation for the benefit of the State.

As the sale is not mandatory, the conditions are important. Equity requires the State either to continue the protection of the city's watershed or to return the taxes which it collected for that purpose. The reservation is to be conveyed to the town of Yorktown, a post village of 2,421 inhabitants. That is a larger number than was thought sufficient to endanger this city's water supply when the reservation was established by the signature of Governor Whitman, who acquired thereby merit which Governor Miller seems to value lightly. If the intention were to provide Yorktown with pure water, that might better be done by selling the water enhanced in value by continuance of the purity regulations now threatened. It is a pity that the question fought through two Legislatures and before two Governors must now be renewed. Eternal vigilance is the price of the preservation of parks and prohibition of pollution.

FOREIGN BORN IN CITY

The foreign born white population of New York City is as 1,989,216, or 35.4 per cent of the total population, as compared with 40.4 per cent in 1910.

Natives of Russia led in number with 479,481; Italians numbered 388,427; Irish, 202,833; Germans, 193,558; Poles, 145,257, and Austrians, 126,447.

Thirty nations were represented in New York's polyglot peoples, the announcement showed, exclusive of those from Canada and South America. The foreign-born population increased in the aggregate 3.2 per cent from 1910 to 1920.

The total 1920 census for New York City was given as 5,621,151.

Why not file "Greater New York"?

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Two New Directors for Merchants' Association

Mr. George A. Post, President of George A. Post Company, and Mr. Owen D. Young, Vice-President of the General Electric Company, Are Made Members of the Board at the Annual Meeting of Association—President Morgan Makes Brief Address

The annual meeting of The Merchants' Association was held in the Assembly Room of The Association at two o'clock last Tuesday afternoon. President William Fellowes Morgan presided over the meeting and Mr. S. C. Mead acted as Secretary. The meeting was called for the purpose of electing eight Directors for three year terms.

Mr. Morgan's Brief Speech

After the call for the meeting had been read and the minutes of the last annual meeting approved, President Morgan said:

"As was the case last year, gentlemen, the full report of the President will be presented and printed in the Year Book, with the reports of all the Bureaus and the Secretary. It is impossible to get these reports in shape for presentation at this meeting and it is customary to have them presented in the Year Book.

"We have tried to carry on the work of The Association as usual and I have no particular matters to call to your attention excepting the fact that last year The Merchants' Association took a leading part in the efforts to serve the business of this City in connection with the strike of the longshoremen and the sympathetic strike of the truckmen and, as you know, all the different commercial organizations, such as the Chamber of Commerce of the State of New York, the Brooklyn Chamber of Commerce, the Queens Chamber of Commerce and the Board of Trade and Transportation, combined together in that movement and appointed a Citizens' Transportation Committee which was able, through the support of the public, to win out in that effort to protect the rights of the people of the City."

Directors Elected

The report of the Treasurer was read and approved and the report of the Nominating Committee, of which Mr. Lewis E. Pierson, Chairman of the Board of Directors of the Irving National Bank, was Chairman, was presented. This report proposed the following to be elected as Directors for three year terms:

Mr. WILLIAM HAMLIN CHILDS,
Chairman, Executive Committee, the

Barrett Company; and Vice-President Allied Chemical and Dye Corporation

Mr. JOHN H. LOVE, *of Graupner, Love and Lamprecht*

MR. OWEN D. YOUNG



Vice-President of the General Electric Company, Who Has Been Elected Director of the Merchants' Association of New York

Mr. HENRY R. TOWNE, *Chairman of the Board, Yale and Towne Manufacturing Company*

Mr. H. B. WALKER, *President, Old Dominion Steamship Company*

Mr. BERTRAM H. BORDEN, *M. C. D., Borden and Sons*

Mr. LUCIUS R. EASTMAN, *President, The Hills Brothers Company*
each to succeed himself.

Mr. GEORGE A. POST, *President, George A. Post Company*

Mr. OWEN D. YOUNG, *Vice-President and General Counsel, General Electric Company*

each to serve for a full term of three years.

With the exception of Mr. Post and

Mr. Young, the names presented were those of Directors whose terms were about to expire and who were proposed for reelection.

There being no other nominations, the Secretary was instructed to cast one ballot for the nominees and they were thereby unanimously elected.

Informal Discussion

Mr. Morgan then asked whether there was any more business to come before the meeting and an inquiry was made regarding the position taken by The Association on the American valuation of imported merchandise as a basis for assessing ad valorem duties and upon the Anti-Dumping Bill. There was some discussion of these matters but no motion was offered or action taken. President Morgan announced that if any of the members of The Association desired to make suggestions regarding these proposals the Board of Directors would be very glad to receive them and give them careful consideration.

USE OF MOTOR VEHICLES

New York State maintains its motor supremacy with a total of 683,919 vehicles, of which 559,521 were passenger cars and 124,393 commercial vehicles. Ohio and Pennsylvania were strong competitors for second place, Ohio leading slightly with 620,600 cars and Pennsylvania coming third with 570,164. Ohio with 82,600 trucks is also second in the commercial list. Illinois takes fourth place with 568,914 cars, very close to Pennsylvania, but in the use of commercial cars both Illinois and Massachusetts exceed Pennsylvania.

INDUSTRIAL WORK IN APRIL

The Industrial Bureau of The Merchants' Association during April disposed of thirty-five inquiries from members with regard to various phases of the industrial situation. Some of these involved a considerable amount of research. One of the requests necessitated an inquiry as to the bituminous coal situation in New York City with especial reference to the desirability of purchasing next winter's supply of coal at this time.

WILL COOPERATE IN CHARTER WORK

**President Morgan Is Authorized
to Appoint a Committee to Aid
the Legislative Committees**

IMPORTANT TO CITY'S PEOPLE

President William Fellowes Morgan has been authorized to appoint a Special Committee on Revision of the City Charter to represent The Merchants' Association in cooperation with the Legislative Investigating Committee and the Charter Revision Committee.

Resolution Creating Committee

Authority to appoint a Committee was conferred by the Board of Directors in the following preambles and resolution adopted at the last meeting of the Board:

"Whereas, It is understood that the Legislative Investigating Committee created by the last session of the New York State Legislature for the consideration of subjects pertaining to the charter of the City of New York probably will make a report embodying recommendations for such changes; and

"Whereas, Such changes concern matters of prime importance to the members of The Merchants' Association of New York; now, therefore, be it

"Resolved, That the President of The Merchants' Association of New York be and is hereby requested to appoint a Special Committee on Revision of the City Charter, which Committee may take these matters under advisement, may follow the proceedings of the Legislative Investigating Committee, may offer to cooperate with the Legislative Investigating Committee, if requested, and subsequently with the Charter Revision Committee, in the consideration of any special matters in reference to charter revision, so that as situations develop, the Committee may be prepared to submit recommendations to the Board of Directors covering action which may be deemed expedient for the Board of Directors to consider on behalf of The Association."

FARMS IN MANHATTAN

The Federal census shows that there are still five farms in the Borough of Manhattan. Three of them are managed by their owners. These farms contain 138 acres, of which 105 acres are improved, and the total value of the land and buildings is \$233,872.

Efficiency Committee

By authorization of the Executive Committee, President William Fellowes Morgan has appointed a Special Committee to consider the proposals made in a referendum submitted by the Chamber of Commerce of the United States to its members with regard to the efficiency and compensation of Government employees.

This Committee consists entirely of former Cabinet and Federal executive officers who are members of The Merchants' Association, as follows:

The Hon. William C. Redfield, formerly Secretary of Commerce, Chairman.

The Hon. William Loeb, Jr., formerly Secretary to President Roosevelt.

The Hon. Frank Polk, formerly acting Secretary of State.

The Hon. George W. Wickersham, formerly Attorney-General.

The Committee has been requested to report upon the referendum with recommendations to the Board of Directors as soon as possible, in order that The Association may cast its ten votes in the referendum before the forty-five-day limit expires.

PASSPORT CHARGES

The Merchants' Association Will Continue Its Efforts for a Reduction

The Merchants' Association is continuing its endeavor to bring about a reduction in the unreasonably high charge now levied for the issuance or visé of passports.

Discussion of the matter with the Department of State elicited the information that the Department did not feel that it could express an opinion to Congress unless it was invited to do so. The Merchants' Association will continue its efforts to have the charge reduced.

PUBLIC LIBRARY READERS

The New York Public Library had 976,164 readers last year.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

BRINDELL WAGE STILL IN FORCE

**This Association Asks Mr. Untermyer About Tax on Earnings
Paid for Privilege of Working**

WOULD RESTORE OLD RATES

Although Brindell has been sent to prison, it appears that some of the extortionate practices which he instituted in the building trades have not been abolished.

Appeal to Mr. Untermyer

Because a wage increase imposed to enable workmen to pay Brindell for the privilege of being permitted to work is still in force, The Merchants' Association last week sent the following letter to Mr. Samuel Untermyer:

"The Board of Directors of The Merchants' Association has been informed that on January 1, 1920, there went into operation an increase in the wage scale in the building and allied trades amounting to \$1.00 per day per man, which increase was made pursuant to some understanding or arrangement between Mr. Robert P. Brindell and the Building Trade Employers' Association. The Board is further informed that the purpose of this increase was to enable each laborer to pay this dollar per day to Mr. Brindell's Association for the privilege of being permitted to work.

Old Wage Should Be Restored

"The Board of Directors instructed that inquiry should be made of you first, as to whether or not this information is correct, and second, if so, as to what steps the Lockwood Investigating Committee is taking or has in contemplation to restore the scale of wages in the building and allied trades to the scale which was operative up to January 1, 1920.

Asks Restoration of Old Wage

"It is the judgment of the Directors that, if their information be correct, the restoration of the scale of wages effective prior to January 1, 1920, would contribute materially to the revival of building construction, assist in the solution of the housing problem and decrease unemployment in New York City."

The letter is signed for The Association by Mr. S. C. Mead, Secretary.

NAMES OF AGENTS SHOULD BE GIVEN

Foreign Correspondent of The Merchants' Association Points Out Defect in American Ad

DEMAND LEFT UNSATISFIED

Prepared by the Foreign Trade Bureau of The Merchants' Association

The Merchants' Association has received a communication from a commercial library in a prominent European city, pointing out that many American firms placing advertisements in foreign papers fail to mention their agent in the city in which the advertisement appears, with the result that the reader of the advertisement is at a loss as to how promptly to get in touch with the local representative of the firm.

Letter Proposes a Remedy

The Merchants' Association suggests that any members having such advertisements consider the wisdom of giving the name of their foreign agent covering the territory in which the advertisement appears. The correspondent suggests that this should be done both in connection with local newspapers printed abroad and with trade journals distributed in foreign countries. The letter reads as follows:

"This touches a subject both you and I are interested in—mutual TRADE.

"Almost daily we are faced with a difficulty, a difficulty that must also be felt in other towns outside London—for there they have an American Chamber of Commerce and an Embassy on the spot. Inquiries for the representatives on this side of American manufacturers are frequent. The reason is not far to seek—we have a number of your Trade Journals in our Library, we have volumes of some of your cooperative catalogues, such as Condensed Catalogues of Mechanical Equipment, etc., our British journals, too, now carry a greater amount of American advertising than ever before. Your factories are a few thousand miles away; the reader of an American ad has this fixed in his mind and he considers: CAN I GET IT HERE? The persuasive argument of the ad has been wasted and a sale lost, if that potential buyer will not trouble to make certain that the goods advertised are in stock in this country. We try to get over the difficulty by referring to the 'Anglo-Ameri-

can Yearbook,' failing any clue there, we suggest the inquirer approach the American Chamber of Commerce in London, who have, we understand, a pretty complete index to American firms represented in Great Britain—we have had three inquiries to be dealt with in this way during the past two days.

"Perhaps you can suggest a remedy—there is always a little white space to fill in any ad. Cannot the publicity men use it to indicate the chief British representative or their agency? A word or two in your bulletin might start off that 'drop of ink' which will make your advertisers think."

VEGETABLE FOOD

Some interesting facts are revealed by the statistics of vegetables produced in 1919 just issued by the census Bureau. It is surprising, for example, to note that New York leads in the production of cabbage, beans, lettuce, cucumbers and onions. Maine, which has long been considered as an important grower of potatoes and sweet corn, ranked fourth as a producer of both potatoes and of sweet corn.

The production statistics for the different vegetables follow. Only the figures for the States which are the largest producers are given.

State—	Acres.	Value.
Potatoes (Irish), Minn....	381,930	\$69,312,321
New York	310,403	57,333,621
Wisconsin	294,424	60,664,351
Maine	111,378	52,339,514
Potatoes (sweet), Ala....	90,868	11,323,568
North Carolina	74,678	11,929,707
Tennessee	39,645	7,347,259
Asparagus, New Jersey....	3,603	718,154
Massachusetts	1,157	296,086
Beans, New York	6,628	814,127
New Jersey	6,091	647,345
Maryland	5,187	518,419
Tennessee	4,322	285,519
Cabbage, New York	30,555	4,906,249
Wisconsin	11,955	1,478,781
Cantaloupes, Maryland	4,665	518,119
New Jersey	4,231	371,438
Indiana	4,132	498,344
Colorado	4,007	691,230
Celery, New York	3,238	1,633,664
Florida	1,992	2,331,423
Ohio	1,290	606,397
Cucumbers, New York	4,840	821,621
Florida	2,423	1,048,771
Colorado	1,589	238,393
Lettuce, New York	3,392	1,467,950
Florida	2,664	1,420,638
New Jersey	1,123	699,864
Onions, New York	7,500	2,894,153
Ohio	5,713	2,134,346
Massachusetts	4,411	2,399,939
Peas, Wisconsin	36,742	1,860,394
New York	17,440	968,231
Spinach, Maryland	2,061	238,937
Sweet corn, Maryland	34,778	1,766,239
Iowa	28,595	1,012,771
New York	28,965	2,022,617
Ohio	27,902	1,590,479
Tomatoes, Maryland	58,032	4,286,591
New Jersey	36,936	3,802,193
Delaware	22,797	1,213,575
Indiana	20,790	1,990,374
Watermelons, Florida	14,646	393,409
Missouri	9,249	615,696
Alabama	6,088	318,093

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

BEACON APPLIES FOR A CANAL TERMINAL

This Association Asks State Superintendent of Public Works to Give Request Consideration

FOR CHEAP TRANSPORTATION

In accordance with action taken by its Board of Directors, The Merchants' Association has asked the Hon. Charles L. Cadle, State Superintendent of Public Works, to give careful consideration to the request of the City of Beacon for the location of a Branch Canal terminal there.

The City of Beacon was formerly Fishkill Landing. It is opposite the City of Newburgh on the Hudson River.

Letter to Superintendent

The letter to the Superintendent of Public Works reads as follows:

"The City of Beacon, through its Mayor, has petitioned you to designate that City as the site of a canal terminal.

"The petition filed with you on behalf of that municipality sets forth in detail the facts relating to its traffic, which facts are advanced as justifying the construction of the desired terminal. As these facts are thus before you, it is unnecessary for us to rehearse them.

"We desire, however, further to say that the City of Beacon is a thriving community with considerable and rapidly-growing industries, and important rail connections with Western New England, from which source it already derives a very substantial traffic, with excellent promise of a material future increase.

For Cheap Water Carriage

"The industries of that city and the territory tributary to it would doubtless be benefited to a considerable degree, if provided with the terminal facilities which would enable movement by barge and canal of part of its traffic.

"It is of course sound policy to promote cheap water carriage, which purpose is most fully served by providing canal terminal facilities wherever warranted by existing or potential traffic; and in our opinion the traffic potentialities of Beacon are of sufficient importance to warrant careful consideration by you of the request that a terminal be established for the service of that city, when funds are available for the purpose."

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE PORT OF NEW YORK, ITS FACILITIES AND ITS COSTS

New York City's chief asset is its Port. Upon that its commercial and industrial supremacy are based. Had it not been for the wonderful harbor which nature constructed here, the City never would have been built. It is therefore fitting that the present situation with regard to the Port, together with plans for providing it with greater and better facilities and for lowering the costs of commerce, should be the subject of discussion at the last meeting of the Members' Council of The Merchants' Association before the summer vacation season.

Details of the arrangements for this meeting will be found on the first page of this number of "Greater New York." It will be seen from the list of speakers that the meeting will cover not only the new projects for port improvement made possible through the enactment by New York and New Jersey of the Port Authority law, but also the new tunnel under the Hudson through which vehicles will pass to and from New Jersey, the great Hudson River Bridge project, and the railroad terminal situation.

The Merchants' Association for many years has been insisting upon the adoption of some plan under which the development of the Port might proceed along the lines of an orderly and comprehensive scheme. The new Port of New York Authority not only contemplates such a development but it brings together the two States which control the Port and whose concurrence is necessary to an adequate development.

It has frequently been said that New Yorkers are indifferent to the great gift which nature has bestowed upon their City. The neglect of the Port in the past gives some color to this reproach. No member of The Merchants' Association who can arrange to attend next Friday's meeting should fail to show his interest by his presence.

The era of neglect from which the Port of New York has suffered for so many years is about to be ended. The necessary agencies have been created.

Plans have been outlined. All that remains is for the people of the City to give their earnest support to the plans in prospect. No member of The Merchants' Association who can arrange to attend next Friday's meeting should neglect to do so.

PRESERVE MOHANSIC PARK!

The Merchants' Association has asked the Mayor, as presiding officer of the Board of Estimate and Apportionment, to make application to the State Board of Estimate and Control for transfer of title to the Mohansic State Park in the Croton Watershed, to the City of New York.

The Reservation was created for the purpose of protecting the City's water supply from contamination. The State, as a measure of economy, decided that it could no longer bear the expense of maintaining the Reservation, and it therefore authorized its sale by the Board of Estimate and Control. This is a new State Board, consisting of the Governor, the Comptroller and the Chairmen of the Appropriation Committees of the Legislature. The Merchants' Association opposed the bill authorizing the sale on the ground that some use might be made of the property that would endanger the purity of the Croton water supply.

The City of New York has an important interest in the Reservation, far greater than the interest of any other community. Moreover, it paid in taxes three-quarters of the sum expended by the State in the purchase of the site, and the construction of the buildings upon it. Therefore, it would be eminently fitting and logical for the State to transfer the title of the Reservation to the City to be maintained as a park by the City for the protection of its water supply.

If the City finds it impracticable or impossible to obtain control of the Reservation, The Association has asked the State Board of Estimate and Control to impose such restrictions upon the sale as will prevent the pollution of the water supply through any use that may be made of the site. This is a reasonable request.

NEW STATUTES FRESH FROM THE LEGISLATURE OF 1921

Legislative Service Bureau Analyzes the Provisions of the Laws to Prevent Unions From Fixing Prices of Products, for Tunnel to Richmond and for Motion Picture Board

The Legislative Service Bureau of The Merchants' Association is equipped to aid members of The Association with information concerning legislation affecting them. Each week it will prepare abstracts of new laws, passed by the State Legislature, which will be printed in "Greater New York."

Anti-Monopoly Law Amended to Prevent Price Fixing by Unions

Chapter 712, Laws of 1921

(Assem. Int. No. 941, Print 1898, by Mr. Martin)

An Act to amend the General Business Law in relation to contracts for monopoly, and to provide for the protection of consumers. Approved May 13, 1921; effective immediately.

Section 340 is amended to read as follows (new matter in black face):

Contracts for monopoly illegal and void. Every contract, agreement, arrangement or combination whereby

A monopoly in the manufacture, production or sale in this state of any article or product used in the conduct of trade, commerce or manufacture or of any article or commodity of common use is or may be created, established or maintained, or whereby

Competition in this state in the supply or price of any such article, product or commodity is or may be restrained or prevented or whereby

For the purpose of creating, establishing or maintaining a monopoly within this state of the manufacture, production or sale of any such article, product or commodity, the free pursuit in this state of any lawful business, trade or occupation is or may be restricted or prevented, is hereby declared to be against public policy, illegal and void.

The provisions of this article shall not apply to cooperative associations, corporate or otherwise, of farmers, gardeners, or dairymen, including live stock farmers and fruit growers, nor to contracts, agreements or arrangements made by such associations.

Staten Island Tunnel

Chapter 700, Laws of 1921

(Sen. Int. No. 517, Print 1661, by Mr. Smith)

An Act authorizing the construction of a tunnel between the Boroughs of Richmond and Brooklyn. Approved May 12, 1921; effective immediately.

Provides that within two years the City of New York must begin the construction of a railroad tunnel under New York Bay, between the Boroughs of Richmond and Brooklyn, to be used for both freight and passenger purposes. The Board of Estimate and Apportionment is empowered to select the necessary sites for the tunnel and its terminals, to decide upon the capacity, method of construction and all other

er matters relating to the establishment of such tunnel, including the adoption of detailed plans and specifications for such construction, and to issue bonds or corporate stock of the city to meet construction expenses; also, after completion, to lease the tunnel for a term not exceeding 25 years, and to fix all charges and tolls for the use of the tunnel. Within the limitations and conditions of the lease, the maintenance, operation and repair, including the collection of tolls and charges, to be under the control and management of the lessee. The lease must reserve as rent or compensation to the City an amount sufficient to pay the interest on bonds issued under the Act and to amortize the principal thereof.

Motion Picture Commission

Chapter 715, Laws of 1921

(Sen. Int. No. 834, Print 1671, by Mr. Lusk)

An Act to regulate the exhibition of motion pictures. Approved May 14, 1921; effective August 1, 1921.

Creates a motion picture commission consisting of three members, to be appointed by the Governor, for a term of 5 years, and at an annual salary of \$7,500 each. The Commission is empowered to examine motion picture films and to issue licenses therefor, unless such film or a part thereof is obscene, indecent, immoral, inhuman, sacrilegious, or is of such a character that its exhibition would tend to corrupt morals or incite to crime. The license fee is \$3 for each 1,000 feet or fraction thereof, of original film and \$2 for each additional copy.

The Commission may issue, without charge, permits for "current event" films, and for films intended solely for scientific, educational, charitable or religious purposes, and films to be used by an employer for the instruction and welfare of his employees, without inspection thereof, provided the owner files with his application for permit a sworn description of the film. Motion picture films publicly exhibited prior to August 1, 1921, may be licensed by the Commission without inspection, provided application for permit is filed within thirty days after the Act becomes effective.

The exhibition, sale, lease, or loan of

any unlicensed motion picture film is made a misdemeanor.

Affects Corporations Issuing Non-par Value Shares of Stock

Chapter 705, Laws of 1921

(Sen. Int. No. 1229, Print 1715, by Mr. Davenport)

An Act to amend the Stock Corporation Law and the Tax Law in relation to certain taxes on corporations. Approved May 12, 1921; effective immediately.

Section 214 of the Tax Law, in relation to the taxation of capital stock of business corporations, is amended by striking out the provision that shares of stock without par value shall be deemed to have a face value of \$100 each for the purposes of the capital stock tax, and providing that in the case of corporations, domestic or foreign, having stock without par value the base of the tax shall be such portion of such issued capital stock, at not less than its actual or market value, and not less than \$5 per share, as may be determined by the Tax Commission, as its gross assets employed in its business in this State bear to the entire gross assets employed in its business.

Section 21 of the Stock Corporation Law, and Sections 180 and 181 of the Tax Law, are amended to provide that New York State corporations issuing stock without par value shall pay an organization tax of five cents on each share authorized to be issued; and that any corporation issuing stock shares without par value and doing business in this State shall also pay a license fee of six cents per share on each share employed in this State.

Licensing of Professional Engineers and Land Surveyors

Chapter 581, Laws of 1921

(Sen. Int. No. 145, Print 716, by Mr. Ferris)

An Act to amend the General Business Law in relation to the licensing of professional engineers and land surveyors generally. Approved May 5, 1921; effective immediately.

Amends Article 4-A by providing, among other things, that license certificates shall expire on December 31, except those issued between December 1

NEW LAWS OF 1921 OF INTEREST TO BUSINESS MEN

and 31 of any year shall not expire until December 31 of the year following; that professional engineers and land surveyors resident in other States, and having no established place of business in New York State, but who are legally qualified for such professional practice in their own States, may be permitted to practice in this State not to exceed thirty days in any calendar year; that land surveying, for the purposes of the Act, is defined to mean the survey of areas for their correct determination and description, and for conveyancing when that is involved, or for the establishment or reestablishment of land boundaries and the plotting of lands and subdivisions thereof; and that a person practices professional engineering within the meaning and intent of the Act.

"who holds himself out as able to do— or who does the work that an engineer does in the planning, designing, constructing, inspecting and supervising of engineering work, or appliances involved in public or private projects, or in making investigations for proposed engineering projects."

It is also provided that in the construction of the Act, nothing therein contained shall apply to a corporation, partnership or joint stock association,—

"provides the person or persons carrying on the actual practice of engineering on behalf of such corporations, partnerships or joint stock associations shall be licensed engineers, and nothing in this article shall be construed to apply to the preparation or execution of designs, drawings, plans or specifications for the construction or installation of machinery or apparatus constructed or installed by the corporation, partnership or joint stock association preparing such designs, drawings, plans or specifications if the supervision of the preparation of any such designs, drawings, plans or specifications, construction or installation shall be under the general direction of a licensed engineer, and nothing in this article shall be construed as prohibiting licensed professional engineers from making land surveys, where such surveys are essential to engineering projects, nor as prohibiting any person from surveying land in parcels more than one acre in area when the same is not within the boundaries of cities or incorporated villages, provided such person does not represent or hold himself out as being a licensed land surveyor."

Regulates Transmission of Money to Foreign Countries

Chapter 354, Laws of 1921

(Sen. Int. No. 1329, Print 1775, by Mr. Cotillo)

An Act to amend the General Business Law in relation to regulation of the transmission of money to foreign countries. Approved April 30, 1921; effective July 1, 1921.

Adds new Article 10-A, prohibiting unauthorized agents of steamship or express companies, banks, or other companies, from soliciting or receiving money for transmission by draft or otherwise to foreign countries; also prohibiting duly authorized agents from

transmitting such moneys other than through the principal companies authorizing them to do business. Steamship, express and other companies and their agents are prohibited from receiving any money as a depository. The advice of draft, money order or other instrument of transmission issued by the principal company or its agent must show the amount thereof in terms of dollars and cents, together with the amount thereof in terms of the money standard of the country to which sent. Money received by an authorized agent for transmission must be delivered to his principal within two days after its receipt, and the principal must transmit it to the consignee within three days thereafter.

In case money is returned to the transmitting company as undeliverable, written notice thereof must be sent to the transmitter at his last known address, and if not claimed within ninety days it must be deposited with the State Comptroller, who must maintain the same as a capital revolving fund for the purpose of paying claimants thereof. Any such money remaining unclaimed for five years escheats to the State.

No Day of Rest for Men Employed in Hotels

Chapter 671, Laws of 1921

(Assem. Int. No. 1428, Print 1666, by Mr. Westall)

An Act to amend the Labor Law in relation to application of day of rest to certain employees. Approved May 9, 1921; effective immediately.

Adds new paragraph "e" to subdivision 2 of Section 161, exempting hotels from the requirement that employees therein must be given one day of rest each week. This amendment affects particularly men employed as room clerks, newsstand salesmen, porters, and bellboys. Women elevator operators are not affected as their hours are now limited to nine hours a day, six days a week.

Enforcement of Compensation Awards Against Uninsured Employers

Chapter 539, Laws of 1921

(Sen. Int. No. 612, Print 670, by Mr. Knight)

An Act to amend the Workmen's Compensation Law in relation to the enforcement of awards against uninsured employers. Approved May 3, 1921; effective immediately.

Section 26 is amended, by providing

that where an employer has failed to secure the payment of compensation to his employees as required by Section 50 and there is default in payment, due under an award, for a period of ten days, any party in interest may file with the county clerk a certified copy of the Industrial Commission's award, from which no appeal has been taken, or if an appeal has been taken by an employer who has not complied with the provisions of Section 50 where he fails to deposit with the Commission the amount of the award as security for its payment within ten days after same is due and payable, and thereupon judgment must be entered in the Supreme Court by the clerk of such county in conformity therewith immediately upon the filing of such decision.

Marine Reinsurance

Chapter 707, Laws of 1921

(Sen. Int. No. 552, Print 686, by Mr. Townner)

An Act to amend the Insurance Law in relation to reinsurance. Approved May 12, 1921; effective immediately.

Section 22 is amended by the addition of the following proviso:

Provided, that when an insurer authorized to issue policies in this state shall reinsure any marine risks with a corporation incorporated outside of the United States but admitted to transact business in this state, other than through its attorney, manager or agent in the United States, under a contract which provides that losses thereunder shall not be collectible out of, nor chargeable against, the assets of said corporation in the United States, the ceding insurer, as to the portion of such marine risks so ceded, shall be charged with unearned premium liability and shall report and pay taxes thereon but the insurer to which the business is ceded shall not be charged with unearned premium liability nor required to report or pay taxes on account of such marine risks, anything in this chapter to the contrary notwithstanding.

Life Insurance Companies May Invest in Foreign Bonds

Chapter 488, Laws of 1921

(Sen. Int. No. 779, Print 862, by Mr. Townner)

An Act to amend the Insurance Law in relation to investments. Approved May 3, 1921; effective immediately.

Section 100 is amended by extending from fifteen to twenty years from December 31, 1906, the time within which domestic life insurance companies must dispose of stocks and bonds of corporations, and also providing that domestic life insurance companies not authorized to do business in a foreign country but having outstanding policies in favor of residents of such country payable in the currency of such country may invest in the public stocks or bonds of such country or of any political subdivision thereof to an amount not to exceed the amount of the reserve on such policies.

SHIPPERS MAY SAVE FREIGHT CHARGES BY USING CANAL

Traffic Bureau Shows Difference Between Rail and Water Rates to Some of the Principal Ports on the Great Lakes — Time Limit for Overcharge Claims Extended to September 1

Prepared by the Traffic Bureau of The Merchants' Association

Resumption on April 30 of canal navigation was referred to in "Greater New York" of April 25. Concerns operating on the New York State Barge Canal System, together with facilities which they offer New York shippers for transportation by water, were also announced in that article.

The Traffic Bureau pointed out that New York shippers could realize substantial savings in transportation charges as compared with all-rail rates by patronizing the Barge Canal on joint through rates and service to Cleveland, Detroit, Duluth, St. Paul and Minneapolis.

Substantial Savings by Water

The following table illustrates the savings which may be secured by using canal and lake service:

COMPARISON OF CLASS RATES (IN CENTS PER 100 POUNDS) WESTBOUND—NEW YORK TO WESTERN PORTS

Classes	1	2	3	4	5	6	R25	R26
Cleveland:								
All Rail.....	112.0	98.5	75.0	52.5	45.0	37.0	84.0	60.0
Canal and Lake.....	91.0	82.0	62.5	42.5	36.5	31.5	69.5	49.5
Saving	21.0	16.5	12.5	10.0	8.5	6.5	14.5	10.5
Detroit:								
All Rail.....	123.0	108.0	82.0	57.5	49.0	41.5	91.5	66.0
Canal and Lake.....	102.0	91.0	69.5	47.5	40.5	35.5	77.0	55.5
Saving	21.0	17.0	12.5	10.0	8.5	6.0	14.5	10.5
Duluth:								
All Rail.....	216.5	183.5	143.5	100.0	86.5	72.0	160.0	115.5
Canal and Lake.....	129.5	116.0	88.0	62.5	52.0	44.0	98.5	70.5
Saving	87.0	72.5	55.5	37.5	34.5	28.0	61.5	45.0
Minneapolis and St. Paul:								
All Rail.....	216.5	188.5	143.5	100.0	86.5	72.0	160.0	115.5
Canal and Lake.....	151.5	134.5	101.5	70.0	58.5	48.5	114.0	80.5
Saving	65.0	54.0	42.0	30.0	28.0	23.5	46.0	35.0

In addition to the service heretofore referred to, negotiations toward extending canal and lake service to Chicago are progressing favorably, and it is expected that this service will be inaugurated within the next few days.

Overcharge Claims

Time Limit for Filing Is Extended to September 1

A ruling of the United States Railroad Administration limiting the time for filing overcharge and reparation claims against carriers under Federal

control was announced in "Greater New York" of February 21, 1921.

Ruling Upheld by Commerce Board

This ruling set February 28, 1921, as the expiration date for filing such claims. It was submitted to the Interstate Commerce Commission with a request that an interpretation of the provisions contained in Section 206, Paragraph C of the Transportation Act, 1920, be rendered in connection therewith. In response to this request, the Commission stated:

"We are not prepared to say that straight overcharge claims are not included with other classes of claims in the statute of limitation fixed by that section."

Upon receipt of this information, the Traffic Bureau outlined the procedure in filing such claims with the Interstate Commerce Commission, and recommended that they be filed prior to March 1, 1921.

Recognizing that the interval between

Now comes the Railroad Administration through the office of the Comptroller and announces that:

"Claims which have not been so filed (with the Interstate Commerce Commission prior to March 1, 1921) may on or before September 1, 1921, be filed direct with the appropriate carriers and where found by the Director-General meritorious will be paid.

"This (Circular 157-B) will authorize the handling of its merits of any overcharge claim filed with a carrier prior to February 17, 1921, but which the carrier failed to file with the Commission as directed by Circular 167."

Claims Should Be Filed

Members of The Merchants' Association having overcharge claims against the United States Railroad Administration may file them direct with the appropriate carriers up to September 1, 1921, under the foregoing ruling. As the pending legislation extending the time until March 1, 1922, may be delayed in passage, it is desirable that freight charges on traffic which moved during Federal control be audited as early as possible and where overcharges are found to exist that claims for recovery be filed prior to September 1.

AN EXCELLENT SUGGESTION

New York Sun

The Merchants' Association has sent a letter to Police Commissioner Enright suggesting to him, with some urgency, that his patrolmen take a little interest in ridding the subway and elevated stairs and angles of the beggars and peddlers with which too many of the stations are infested. In certain of the midtown neighborhoods, where swarms of factory workers use these stations, the presence of such nuisances—in almost every case professional beggars with familiar faces—is a great imposition on the public.

The Merchants' Association suggests the possibility of closer cooperation between the railway companies—above and below—and the Police Department in the matter of enforcing city ordinances. The point is well taken and it is the duty of the railways and the police to correct an abuse which has been growing worse for some time.

February 14 and February 28 (the date the Commission's interpretation of Section 206, Paragraph C of the Transportation Act was rendered and the date specified in the Act as the time limit for filing claim) was too short, the Director-General announced that he did not oppose an appropriate amendment to the Transportation Act extending the time for filing such claims. Bill S 621 extending until March 1, 1922, the time for filing overcharge and reparation claims versus carriers under Federal control was accordingly introduced by Senator Fletcher. This bill is pending with the Senate Committee on Interstate Commerce.

INDUSTRIAL RELATIONS REPORT IS WARMLY PRAISED

"National Labor Digest" Presents Comments on The Merchants' Association's Discussion of Conditions in Industry and Says Conclusions Set a "Distinguished Standard"

Interesting comments upon the recent report of the Industrial Relations Committee of The Merchants' Association are given in "The National Labor Digest" for May. The "Digest" also contains an editorial on the report as formulated by the Committee and approved by the Board of Directors of The Association.

Comments on the Report

The comments of the "Digest" were as follows:

Amicable solution of the country's industrial problems has been furthered by the recent report of the Industrial Relations Committee of the Merchants' Association of New York, according to opinions expressed on this broad-minded declaration by those who have given it consideration. The report was accepted and the recommendations contained therein were approved by a unanimous vote of the Board of Directors of The Association. The document derives special significance from the personnel of the Committee responsible for it, as it is signed by men who fill positions of great responsibility and prominence in the business world. Among other things the report gives a definition of a genuine open shop when it says, "by a true open shop is meant an establishment in which employees are engaged irrespective of their affiliation or non-affiliation with a labor union or any other lawful organization." Employers are admonished not to abuse the advantages given them by present economic conditions, but rather to use them to lay the foundation for permanent industrial stability. In this connection the committee says one of the most important questions to be considered is that of unemployment and it recommends that definite plans be speedily developed to alleviate and prevent enforced idleness. It is pointed out that the alternative to the solution of the unemployment problem by employers and employees themselves may be state action which, the Committee warns, may be very undesirable for workers, employers and the public.

"If the spirit which animates the report upon the industrial relations problem made by the Committee of The Merchants' Association should become characteristic of employers and em-

ployed, a measurable advance will have been made towards a new era in industry," says the "Evening Mail" (New York). It further states:

The report sets forth cogently the rights and duties of both the chief parties to the so-called industrial struggle and their responsibilities for ending the present lack of scientific method in dealing with it. . . . The report rightly realizes that the question of preventing or lessening unemployment is at the root of the whole matter. It is the fear of unemployment—"using up the job"—that makes for that immoral limitation of output which too many trade-unions enjoin. If unemployment could be so provided for that its bulk should be reduced and its hardships fairly distributed, Capital, Labor and society generally would benefit. Very obviously the responsibility for reaching this desirable state falls alike on the shoulders of Capital and Labor. . . .

The "New York Globe" terms the Committee's report "a frank and progressive statement from employers," and adds:

The Merchants' Association is probably right in saying that state action becomes more and more a possibility.

R. J. Caldwell, chairman of the Connecticut Mills Company, large cotton goods manufacturers, and a guiding spirit in a number of other large manufacturing concerns, with a combined labor force of from 10,000 to 15,000 employees, wrote to The Merchants' Association highly commending the report of its Committee. Mr. Caldwell termed it "distinctly progressive and a credit to the Committee," and expressed the belief that the report "will prove a notable document." Mr. Caldwell's letter states his views on the industrial situation and the report as follows:

The gospel of cooperation between the elements of the industrial situation is the four gospels in one for the present generation. The only thing remarkable about it is that it appears to need any argument. How any one can see any advantage in maintaining two armed camps in opposition to one another is difficult to understand. Only by the controlling spirit of cooperation will there come about a common understanding that an open shop is not a closed shop to Union Labor and not a closed shop to employees' representation for their own betterment.

No greater folly could be practiced by employers than to deny labor its rights of voice in management and general protection of its interest. The challenge is now laid down by Organized Labor to have its members use only union made goods. This is a weapon that employers have driven labor to use. The employers have no one but themselves to thank for whatever the consequences may be, but they will be drastic. Labor is entirely too powerful to be so ruthlessly disregarded in its desires on the score of expediency alone, wholly aside from any question of justice, although it is proved here as elsewhere that honesty is still the best policy in dealing with others.

It has taken thirty years of industrial warfare in Great Britain for them to learn this lesson and it behooves America to learn it in less time than that.

I know it directly from many labor leaders of national importance that labor would not practice anything approaching the severity it does were it not driven to it by the opposition

of employers to obviously reasonable demands of labor.

I believe it is safe to say, or was before the present acute situation arose on open-shop discussion, that Organized Labor would have withdrawn its demands for a closed shop—closed to non-union labor—if employers would have withdrawn their demand for an open-shop which was a misnomer, as it meant in so many cases a closed shop to Union Labor.

The recommendation of this Committee of The Merchants' Association deserves the good will of all our community. It is wise and opportune to counsel this spirit of cooperation between the elements of industry. Any other policy would simply bring widespread ruin and the chief responsibility of it will fall on employers as a class. I have found the labor people much more reasonable to deal with than employers generally and I have had many dealings with each.

Faithfully yours,

R. J. CALDWELL

Dr. Henry C. Metcalf, director of the Bureau of Personnel Administration and one of the authors of the informative book entitled "Personnel Administration," deems it wholesome for an influential body like The Merchants' Association of New York, to take such a broad view on fundamental issues between employers and employees. His views are set forth in the following letter to "The National Labor Digest":

New York, March 24, 1921.

Gentlemen: I am sending you this brief statement about the Merchants' Association report by its Committee on Industrial Relations.

I am pleased with the broad viewpoint which characterizes the report of the Committee. At this time when there is an unfortunate tendency on the part of certain employers' associations, as well as individual employers, to take a definite attitude of hostility toward Organized Labor and a too militant attitude on the part of certain labor organizations, it is wholesome to see such an influential body as The New York Merchants' Association taking a broad industrial, labor and public-service view in regard to the most fundamental issues between employers and employees.

The Committee has formulated three very important recommendations which, taken together, clearly indicate that it comprehends the fundamental problems crying for solution. The first of these is the recommendation that a special committee be appointed to make a study of the problem of unemployment. The regularization of industry is absolutely essential before enduring personnel work can be established, maintained, advanced and defended. Industrial peace is not possible without reasonable permanency in employment. The Merchants' Association, through its committee on unemployment, has a great opportunity to make a signal contribution to the solution of work irregularity. There is probably no more important problem in industry demanding critical analysis and constructive recommendation.

And in its recommendation that a committee be appointed to consider modifications in the report of ex-President Wilson's Second Industrial Conference Board, The Association has taken a wise step.

The Association will likewise give concrete evidence of its sincere desire to aid in the furthering of the solution of the industrial relations problems if it adopts the recommendation of its Committee and establishes a permanent standing committee on vital questions of personnel administration.

Sincerely yours,

HENRY C. METCALF

Director of the Bureau of Personnel Administration, New York.

Samuel A. Lewisohn, New York banker, thinks the report should be generally

SAYS INDUSTRIAL REPORT SETS A HIGH STANDARD

distributed among managers of all industrial plants. He expresses entire accord with the spirit of the document, saying:

Employers are in the position of leadership. They should not seize the present opportunity to punish or squeeze Labor. This is the time to show by their conduct that they are fair. In liquidating Labor they should see that they do not liquidate Labor's good will.

A DISTINGUISHED STANDARD

National Labor Digest

The recent Report of the Committee on Industrial Relations of The Merchants' Association of New York, an association which includes among its members many of the country's largest manufacturers, sets a distinguished standard for employers the country over. Every sentence which goes to make up the document bears evidence of the deepest thought of large minds. The men who gave their best efforts to the production of the Report are among the soundest and most far-seeing in the business world. Their opinions and decisions are valuable and influential, while their honesty of purpose is beyond question.

Although the Report does not say so in so many words, that employer and employee relations have reached the stage where words and phrases that mean less than their face value may no longer be used, or pictures which vanish in the light of experience no longer painted, it is plainly evident that the Committee realizes that such practices have no place in dealings between employer and employee. While it denies the necessity of destroying mutually satisfactory relationships now existing between any employer and his employees, and advocates a careful study of the plan proposed by President Wilson's Second Industrial Conference, it does not emphasize any particular plan which it believes must be adopted. But, clear and distinct, one note sounds throughout above all else. That note is a loud appeal for fairness and straightforward dealing on the part of employers in exercising the advantage which they hold today. The note is more than an appeal—it is a warning—a solemn warning which all will do well to heed.

Unemployment, the nightmare of the responsible worker who recognizes his obligations to his family and butcher and baker, is by no means the least thing considered in the Report. The recognition by the Committee of indus-

try's obligation to aid in finding a remedy for unemployment is evidently but the forerunner of a determined movement to that end.

The men who formulated this document are all successful men. They are known the country over for their sound judgment. They don't venture forth on unsound ground either in conducting business or expressing views. When men of the type of those composing this Committee see others doing so in their purely personal affairs, they may hesitate about offering a suggestion, but when the unsound acts of some few threaten to imperil the best interests of the nation, such men as these are called upon to speak. That is how this Report came into being. The study and conclusions of these men cannot, must not, be ignored by employers who have given less serious thought than they to the labor question.

What of the man at the bench and the man with the pick? Can they ignore the conclusions of this Committee? Can they afford to do less than to cooperate with those employers who may endeavor to conduct affairs along the lines of this Committee's conclusions? Can they refuse to give any employer, inspired by the Committee's Report, a fair chance to prove his honesty toward them? They cannot, and must not.

Summed up, this can be said: The Report sounds a note which is most encouraging. Seldom have men in such high positions spoken their innermost feelings on the labor question so openly. The fact that this particular group of influential men have done so establishes a new page in industrial history. It is a very clean page. It is a page on which honest men, in or out of unionism, and the honest employers of men, can write their names with the knowledge that they are subscribing to a genuinely American proclamation of Liberty, Equality and Fair Dealing in industrial relations.

Hours of Labor

Employment Conditions in Candy Industry Are Revealed

Prepared by the Industrial Bureau of The Merchants' Association

Of twenty-five candy, food and paper box manufacturers in New York City replying to a recent questionnaire sent out by the Industrial Bureau of The

Merchants' Association concerning hours of labor in their factories, ten have different hours for men and women, so that there is a resulting total of thirty-five different work weeks to be considered. Of these thirty-five work weeks, fifteen are forty-eight hours long, or less, sixteen vary from forty-nine to fifty-four hours, inclusive, and four are over fifty-four hours long.

Weekly Working Hours

Considering only the length of week which men work, out of a total of twelve listed, one is forty-eight hours long, eight vary from forty-nine to fifty-four hours inclusive, and three are over fifty-four hours long.

Considering the length of week worked by women alone, out of a total of ten listed, seven are forty-eight hours long or less, three vary from forty-nine to fifty-four hours inclusive and none is longer than fifty-four hours.

Of the thirteen concerns which do not specify whether they employ men or women, but presumably employ both, working the same length of time, seven have a work week forty-eight hours long or less, for five the week varies from forty-nine to fifty-four hours inclusive, and only one has a week of more than fifty-four hours.

Analysis of the Replies

From the above statements it will be seen that except in the departments where men alone are employed, the work week is about evenly divided between forty-eight hours or less and forty-nine to fifty-four hours, inclusive, and that it seldom is more than fifty-four hours except for men alone. In no case listed is the work week longer than fifty-five hours, nor shorter than forty-five.

Sixteen of the twenty-five concerns replying are candy manufacturers. The results of an analysis of figures from the candy factories lead to similar conclusions; namely, that the length of the work week is divided almost evenly between forty-eight hours or less and from forty-nine to fifty-four hours inclusive, with a slightly larger number in the latter class, and that usually a longer work week applies only to men and that it exists in relatively few cases.

Insufficient replies were received from food and paper box manufacturers to warrant detailed conclusions concerning their hours of work.

PRICE OF COTTON TO BE DISCUSSED

Important Meeting of the American Cotton Association Will Be Held Here May 30-31

LIST OF EMINENT SPEAKERS

The American Cotton Association will hold a convention at the Hotel Pennsylvania, May 30 and 31, at which will be brought together hundreds of cotton growers and manufacturers, bankers, brokers and merchants. To stabilize the price of cotton is the primary purpose of this organization.

Topics for Discussion

Foremost among the topics to be discussed at the convention are the crop of 1921; world supply and demand of raw and manufactured cotton; foreign credits; financing, marketing and status of 1920 crop; exports of American cotton products, and stimulation of domestic markets.

Sessions will be held at 10 A. M. and 2 P. M. on May 30 and 31.

On the evening of May 30 there will be a smoker, at which Senator Fletcher will preside. On the evening of May 31, there will be a banquet. Members of The Merchants' Association are especially invited to be present at the meetings and also to attend the functions.

Distinguished Speakers

Among the speakers are Senator Robert L. Owen, of Oklahoma, Senator John Sharp Williams, of Mississippi; Senator Arthur Capper, of Kansas; Senator Joseph E. Ransdell, of Louisiana and Senator E. D. Smith, of South Carolina; the Hon. Josephus Daniels, Representative H. W. Sumners, of Texas, Colonel W. B. Thompson, Representative A. F. Lever of South Carolina, Mr. John McHugh and General Lawrence D. Tyson.

At the Tuesday morning session, Mr. Lincoln Cromwell, a Director of The Merchants' Association, will discuss the desire of the business men and merchants of New York to strengthen the purchasing power of the cotton States.

Programs and detailed information relative to the meetings and functions may be obtained from Mr. W. C. Chase, Director, North Atlantic Department, American Cotton Association, Hotel Pennsylvania.

Very Helpful

CITY OF NEW YORK POLICE
DEPARTMENT

April 25, 1921.

Mr. Clyde A. Copeston, Manager, Anti-Litter Bureau, The Merchants' Association of New York.

My Dear Mr. Copeston: Replying to your letter of the 21st instant, I have to inform you that the work of your Block Captains has been very helpful to this Department and to the City in the matter of keeping the streets clean and free from litter. When such conditions are reported to the police by the Block Captains they receive prompt attention and the condition is corrected.

Very truly yours,
R. E. ENRIGHT,
Police Commissioner.

THE RECORD BROKEN

Dental Society of the State of New York Registers the Largest Attendance Ever Recorded

Over 9,000 dentists registered at the convention of the Dental Society of the State of New York, which was held at the Commodore, May 11-14. This is by far the largest attendance ever recorded at any convention in the history of dentistry, the next largest having been 7,400.

For fifty-two years the State Dental Society held its annual meetings at Albany. For its fifty-third session it was persuaded to come to New York by the Convention Bureau of The Merchants' Association.

PORT'S COMMERCE IN MARCH

Foreign trade with the Port of New York for the complete month of March last as compared with the same month a year ago, fell off considerably. Exports dropped to the extent of \$232,489,671, the actual totals being \$387,647,261, as against \$155,157,590. Every Continent gave marked evidence of this decrease, the largest difference being shown by Europe, where the total value of the exports last month were only \$75,974,045, as against \$228,530,608. By countries the greatest drop was shown in exports to Belgium, France, Italy, England, Cuba, Japan and British Africa.

GLITTERING LIST FOR THE UNWARY

Dazzling Promises Designed to Coax the Reluctant Dollar From Pockets of Thoughtless

A PRIZE GALLERY OF FAKES

Prepared by the Bureau of Advice and Information of the Charity Organization Society

Would you cure the ills that flesh is heir to? You have only to subscribe to some half dozen projects now being presented to the charitably inclined public of New York. Rarely is so glittering a group assembled.

A Marvelous Array

First and foremost is an imposing gentleman promoting an institution which shall cure incurables. "We don't care what they are" he tells the world. "Cancer, tuberculosis, cripples, all look alike to us. We only ask that the doctors pronounce 'em incurable. We begin where they leave off. We'll cure 'em all." To which noble project he then gives you the opportunity to contribute a couple of dollars.

The next inspired appeal is for support for a movement which is designed to teach "scientific management of material things in relation to Christianity." Given time enough this gentleman assures you he can tell you what that means. He is asking for \$1,000,000 but will take \$10.

Next in line is the man who has left a good job to found an industrial colony which will solve the entire problem of unemployment. The thing may be done for a mere \$10,000.

To Abolish Begging

Finally comes the man with the most moving appeal of all, one which the public may be expected to fall for with loud cries. For this is an appeal to abolish the need of giving money to charity. "When my system is in full force there will be no need of begging letters being sent you at all." Twenty-five dollars for one day's expenses for the campaign is all you need to send. It is as simple as that.

Not one of these dazzling projects represents any organization or anything else but the flights of fancy of single individuals with the gift of gab. These individuals will live on the public just so long as the public will support them.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, MAY 30, 1921

No. 22

Development of the Port Now Seems Assured

Discussion of the Needs of the Port Situation and the Plans That Are Being Formed to Meet Them Reveals Far Reaching and Comprehensive Projects—Interesting Meeting of the Members' Council Hears Addresses from the Men in Authority

Extension and improvement of the facilities of the Port of New York were considered at a meeting of the Members' Council of The Merchants' Association held in the Hotel Astor last Friday. Addresses were made by leading men representing each phase of the projects for Port improvement which are now under way.

The grand ballroom of the hotel was comfortably filled by members of The Merchants' Association and others interested in the development of the Port.

Mr. Outerbridge a Speaker

Mr. E. H. Outerbridge, Chairman of the Port of New York Authority, which was recently created by act of the Legislature, explained the purpose of that body, which is charged with proposing a plan for the general improvement of the Port as a whole. He made an earnest appeal for the cooperation of the City's business men in the performance of this work.

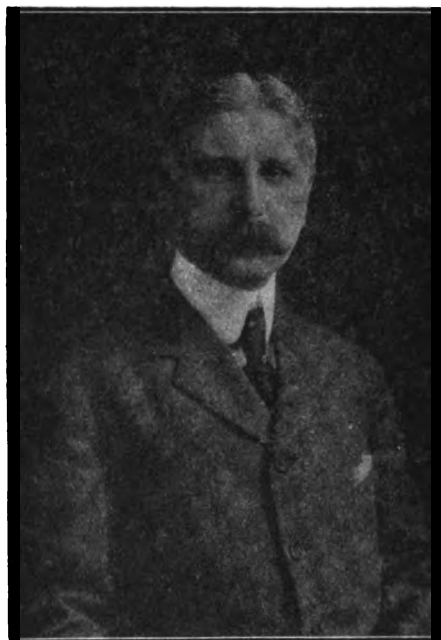
Mr. Outerbridge, in the course of his address, made several announcements of important appointments which his Commission has decided to make.

General Dyer Speaks on Hudson Tunnel

General George R. Dyer, Chairman of the New York State Bridge and Tunnel Commission, discussed the controversy which has arisen between the New York and New Jersey members of his Commission regarding the scope of the work to be done in Jersey City.

Mr. George A. Post, speaking for the Hudson River Bridge and Terminal Association, outlined the plans of that Commission and explained why it be-

MR. E. H. OUTERBRIDGE



Chairman of the Port of New York Authority Explains Its Plans and Its Organization

lieves that a bridge must be built across the Hudson River.

Mr. J. J. Mantell, Regional Manager of the Erie Railroad Company, discussed the Port problem from the point of view of the railroads.

President William Fellowes Morgan

presided over the meeting in the absence of Mr. William C. Breed, Chairman of the Council, who was prevented by illness from being present.

The ballroom was decorated profusely with the National colors and the meeting began and ended, as usual, with the singing of "America."

The Guest List

The list of guests invited to sit at the speakers' table was as follows:

Mr. Theodore Boettger.

Mr. Morris M. Frollich, Secretary of the New York State Bridge and Tunnel Commission.

Mr. Paul Windels, Counsel for the New York State Bridge and Tunnel Commission.

Mr. A. J. Shamberg, of J. S. Shamberg and Son.

Colonel George F. D. Trask, of the Hudson River Bridge Company.

Mr. Garret A. Hobart.

Mr. E. W. Bloomingdale.

Mr. Roberts Walker, of White and Case.

Mr. Ludwig Nissen, of Ludwig Nissen and Company.

Mr. Julius Henry Cohen.

The Hon. McDougall Hawkes, of Hawkes and Hoppin.

Mr. Thomas C. Powell, Vice-President of the Erie Railroad Company.

Mr. James Speyer, of Speyer and Company.

Mr. Otis H. Cutler, Chairman of the

PRESIDENT MORGAN DWELLS ON NEED FOR UNITY

Board of the American Brake Shoe and Foundry Company.

Mr. William A. Marble, former President of The Merchants' Association of New York.

Mr. J. J. Mantell, Regional Manager of the Erie Railroad Company.

General George R. Dyer, Chairman of the New York Bridge and Tunnel Commission.

Mr. William Fellowes Morgan, President of The Merchants' Association of New York, presiding.

Mr. E. H. Outerbridge, Chairman of the Port of New York Authority.

Mr. George A. Post, of the Hudson River Bridge and Tunnel Association.

Mr. John H. Love, Treasurer of The Merchants' Association.

Mr. T. Albeus Adams, Chairman of the New Jersey Interstate Bridge and Tunnel Commission.

The Hon. R. A. C. Smith, Chairman of the Board of the White Rock Mineral Springs Company.

Mr. J. Spencer Smith, Commissioner to the Port Authority.

The Hon. Grover A. Whalen, Commissioner of the Department of Plant and Structures, of New York.

Mr. Ira A. Place, Vice-President of the Law Department of the New York Central Lines.

The Hon. Lewis H. Pounds, Commissioner to the Port Authority.

Mr. DeWitt VanBuskirk, Commissioner to the Port Authority.

Mr. W. J. Moody, Treasurer of the Erie Railroad Company.

Mr. Clifford M. Holland, Chief Engineer of the New York State Bridge and Tunnel Commission and the New Jersey Interstate Bridge and Tunnel Commission.

Mr. Daniel F. Hendrickson.

Mr. Palmer Campbell.

Mr. Charles A. Fulle, President of Truslow and Fulle, Incorporated.

President Morgan's Brief Speech

In opening the meeting, President William Fellowes Morgan, who presided, said:

"Our Guests and the members of The Merchants' Association: It is a matter of keen regret that the Chairman of the Members' Council, Mr. William C. Breed, who has always presided so efficiently over these gatherings, is not able to be here today, and that Mr. William H. Childs, who has largely substituted in his absence, is away from the City. It therefore devolved on me to act as your Chairman today.

Port Unity

"When the compact between the two States was signed, the one dividing line between the two communities that surround the fine harbor was removed. When the Commissioner to our Port Authority met before its organization meeting, and they did me the honor to elect me Chairman, I said, 'Gentlemen, I would like to make two requests, first: that the Commissioners appointed to the Port Authority from the State of New Jersey should not sit on the opposite side of a table from the Commissioners appointed from the State of New York, as there no longer is any dividing line. (Applause) Second, I wish to ask that in our discussions among ourselves, that we do not talk about the needs of Newark or Paterson or Jersey City or New Jersey, and the needs of Brooklyn and Queens and The Bronx and Manhattan, but that we talk about the needs of the West side of the Port and the East side of the Port, for it is one port now by the compact between the two States.'"—From the speech of Mr. E. H. Outerbridge.

"I wish to call your attention to the fact that just one year ago, almost to a day, we met here under the auspices of The Merchants' Association to consider a matter which threatened the welfare, and I might also say the life, of the citizens of this great City, owing to a sympathetic strike which was being carried on to help a strike of the longshoremen on the coastwise steamships. You may remember that as a result of that meeting, and due to the fact that all the commercial organizations of this great City combined to help take steps to avert that danger, it was averted, and that strike was broken. (Applause.)

Port of New York in Danger

"I mention that, gentlemen, because it is an evidence of this one fact—that where we all get together we can accomplish something for the public good. I make that statement for the simple reason that it leads up to a situation which we have facing us today. The Port of New York has certainly grave dangers, unless we all get together, unless we submerge our own individual

interests for the public good. And it was for that reason that this meeting was called today, in order that we might have placed before us the views of men who know of the different steps which are being taken and are being contemplated to help the Port of New York.

Mr. Outerbridge Introduced

"The first of these speakers represents the last legislative action which has been taken by the legislators of the States of New Jersey and New York, in forming the Port Authority of the Port of New York. I have great pleasure in presenting one who is known to you all as a most efficient, public-spirited citizen of this City, one who has been a Director for years of The Merchants' Association, who for two years was the President of the Chamber of Commerce of the State of New York, and is now the Chairman of the Port Authority, Mr. Eugene H. Outerbridge. (Applause.)

Mr. E. H. Outerbridge

Chairman of the Port of New York Authority Outlines Plans

The members of the Council listened attentively to Mr. Outerbridge's response. He said:

"Mr. Chairman and fellow members of The Merchants' Association, this is a large and inspiring gathering and it is an opportunity that I greatly appreciate to be able to say a few words on the subject which I consider preeminently the one of most vital and pressing importance to the business interests of this great Metropolitan District.

"This Nation, and particularly the States of New York and New Jersey, inherited as a gift from a bountiful Providence in the natural advantages that existed in the Port of New York for the service of commerce and industry, one of the greatest assets that could be given to any community.

Neglect of the Harbor

"It is regrettable to have to say that there is probably no equal example in the world of such wasteful and inefficient use of such a great asset as has occurred here.

"The very wealth of opportunity and the expanse of sheltered waters and adjacent uplands seems to have produced a sort of anaesthesia upon foresight upon ideas of conservation or orderly

COORDINATION OF TRANSPORTATION AGENCIES NEEDED

and scientific development, until the rapid growth of the surrounding environments produced a state of congestion, confusion and consequent expense that woke us up to the realization that our people and our industries and trade were unduly burdened and our commercial supremacy threatened.

An Irresistible Force

"Next to gravitation, economic law and necessity is the most irresistible of all forces and to disregard the flow of economic currents or to go contrary to them is to court inevitable disaster.

"For twenty years I have been concerned about this condition and for the past thirteen years so deeply concerned that with others I have persistently agitated and worked to bring about such a thorough and scientific study and analysis of the conditions as would, through a full disclosure of the facts, arouse public interest and attention to a question more vital to the life and means of livelihood of our people than any other problem, however great, with which they had to deal.

Coordination Essential

"At last public interest and opinion is aroused—the attention of business men of all classes is focused on this problem. It is realized that haphazard expedients to meet emergency needs of individual transportation agencies, unrelated to any general relief, will not satisfactorily solve the problem; that duplication of effort, inefficient use of equipment or space leads only to greater confusion and expense; *that only by coordinating all agencies of transportation in their proper and scientific relation to each other and using each in its most efficient way as part of a well designed whole can true economy be realized, and opportunity for normal growth and expansion in the future be provided.*

The Port Authority

"Some coordinating agency, broadly representative of all the varied interests involved, was essential as the moving factor to take the lead in bringing together all the varied elements and to evolve an interrelated system that would develop and use to their best and full effect the great natural advantages with which the Port was endowed. The Port Authority has been created for that purpose and it is charged with great responsibilities to that end.

"The President of one of the largest

railroad systems in the country serving this Port, said a few days ago: 'The compact between the two States, the creation of the unified Port District and the establishing of the Port Authority as a continuing directing force, permitting continuity of policy and with its broad powers of administration is the greatest forward step that has ever been taken in the whole history of the Port.'

Port Studies Made

"The studies of the New York and New Jersey Port and Harbor Development Commission, covering a period of three years and set forth in its report published last December, developed for the first time the fundamental facts in much detail of tonnages and costs, of lost time in all stages of freight movements from the line haul termini to the consumer, the factory or the ship; the idle time of equipment, the delays to trucks and lighters, the empty car movement and the partial loading of cars to destination on outbound movements, and consequent loss in line haul efficiency.

"The analyses made and the facts ascertained by that Commission were the result of actual clocking of freight movements by a field staff of trained men, amounting at one time to about seventy in number, under the direction of the Commission's Chief Engineer, Mr. B. F. Cresson, Jr., and consulting Engineer, General Goethals, very ably assisted by Mr. Drinker, terminal engineer, Mr. Ramsay, statistician, and Mr. Stark, engineering editor.

Date Assembled

"Every element of labor expense in each movement from the break up yards at the end of the line haul to delivery of merchandise to ship or pier station, was taken directly by that staff, and with the courteous permission of the transportation agency, every element of capital investment in cars, carfloats, lighters, tugboats, mechanical equipment; and pier rentals, taxes and other expense items were extracted from the books of the companies by the Commission's own accountants.

"Many months were required for this work and there was thus obtained for the first time an exact knowledge of present costs of terminal operations in this Port which was the fundamental need as a measure by which to test the economic efficiency of any proposed

change in methods, which must of necessity provide much greater capacities and justify any needed expenditure by a proved saving over and above interest and amortization of the capital cost of any proposed improvements.

"By that yard stick many plans heretofore proposed were measured and many failed under the test and had to be discarded.

New Plans Evolved

"In many particulars that Commission had to evolve entirely new plans.

"The Port Authority has inherited all the material and the report and plans proposed by that Commission. Fundamentally its recommendations are divided in two parts—

"1st Measures of immediate and partial relief that can be effected without large expenditures or great loss of time by cooperation between the transportation agencies and the mercantile community.

"2nd The larger and more comprehensive plans for bringing all the railroad freight services to all parts of the port, permitting the most efficient service to industries and the most direct rail-head connections to steamships so as to make New York the cheapest and quickest port of despatch in the country.

Port Authority's Duty

"The Port Authority is charged by law to take these plans and hold hearings and conferences with the railroads, steamship, trucking, lighterage and warehouse interests regarding them, to confer with the various municipalities, civic bodies, Chambers of Commerce, Boards of Trade and similar associations in the Port district, and after full discussion, criticism, suggestion and amendment if necessary, to present to the Legislatures of the two States by January 1, 1922, for their consideration the final comprehensive plan that may then be recommended for their adoption by the Port Authority.

Insists Upon Unity

"When the compact between the two States was signed, the one dividing line between the two communities that surround the fine harbor was removed. When the Commissioner to our Port Authority met before its organization meeting, and they did me the honor to elect me Chairman, I said, 'Gentlemen, I would like to make two requests, first: that the Commissioners appointed to

PLANS MADE BY THE PORT OF NEW YORK AUTHORITY

the Port Authority from the State of New Jersey should not sit on the opposite side of a table from the Commissioners appointed from the State of New York, as there no longer is any dividing line (applause). Second, I wish to ask that in our discussions among ourselves, that we do not talk about the needs of Newark or Paterson or Jersey City or New Jersey, and the needs of Brooklyn and Queens and The Bronx and Manhattan, but that we talk about the needs of the West side of the Port and the East side of the Port, for it is one port now by the compact between the two States.'

"It is a tremendous task to be accomplished within the time specified. It will require intensive and continuous work by all the various interests involved. It can be accomplished if the earnest and helpful attention and co-operation which the importance of the question demands, is given by all the various interests involved.

Engineering Staff

"The Port Authority has equipped itself for accomplishing its part in this result.

"1st—by securing the services of most of the engineering staff previously named, who so ably served the New York, New Jersey Port and Harbor Development Commission, and who are so thoroughly familiar with all details, and

"2nd—I am very glad to be able to announce to you to-day that as additions to that staff we have been able to secure the services of Major Elihu C. Church, transportation engineer, who served on General Pershing's staff in France, and who, after passing an exhaustive examination on transportation instituted by the French war staff, was detailed by General Pershing to return to the United States to lecture on that topic to the staff and War College in Washington; and as railroad and marine service operating expert, one who has had a long experience in freight and terminal operations at various large centers such as Pittsburg, Philadelphia, and for some years past in New York.

Advisory Board

"Further I am glad to be able to announce that we have created a technical Advisory Board of three, in a consulting capacity, to assist in the many conferences that must be going on almost daily, in the next six months, and have secured the services as members of this Board, of

"Mr. Francis Lee Stuart, consulting engineer formerly and for many years Vice-President and Chief Engineer of the Baltimore and Ohio Railroad.

"Mr. Morris Sherrerd, consulting engineer of Newark, New Jersey, widely known in the district and specially familiar with conditions and needs in the western sections of the Port District; and

"Mr. Nelson P. Lewis, consulting engineer, for many years Chief Engineer of the Board of Estimate of the City of New York, and intimately known to all public officials of the Greater City, and familiar, through long association, with the conditions and needs of the eastern side of the Port.

Council to Be Organized

"The Port Authority is organizing also an advisory council to be drawn from about one hundred commercial and civic organizations in the Port District, who will be invited to name a representative and alternate to confer with the commissioners from time to time on all important questions as the work progresses, and who will be expected to report back to their respective organizations.

"Thus by a process of discussion, criticism, elimination, suggestion and assimilation, it is expected that finally there will be a meeting of minds that will evolve a comprehensive plan that will have a majority approval of all the varied interests involved, and insure final adoption by the legislatures of the two States.

"In this work The Merchants' Association can render great help and service.

Movement of Freight

"Time will not permit today of any reference to the major plans of the New York, New Jersey Port and Harbor Development Commission that will come up for discussion at the conferences to begin in the near future.

"But just a word in conclusion regarding measures proposed for prompt and partial relief in which many of you can personally cooperate.

"The Port Authority believes that prompt remedial results can be achieved by a system of 'voluntary store-door delivery,' that is by truck movement of carload and large consignment shipments directly between railroad yards and store or factory, thus eliminating an extra handling at pier stations, lessening congestion at those stations, and

saving time and money directly on the shipment so moved and indirectly by the relief and consequent quicker despatch at pier stations.

Harbor Service

"The Port Authority further believes great economy in time, in expense and in efficiency, in use of equipment, can be effected by consolidation of marine services, lessening duplication of movements, partial loading and loss of time of lighters, tugs, and other equipment.

"The Port Authority believes in the establishment of inland terminals in Manhattan for railroad freight, rather than the use of pier stations, which should be freed for steamship use; but whether these can be successfully served for the full volume of the daily business by motor trucks running between them and the New Jersey yards is, as yet, an open question. It seems likely that some system of linking the break-up yards with the inland terminals of greater capacity than can be effected by standard railroad car or trucks will be necessary to solve this problem for the future needs, but certainly the first installation of motor truck between the break-up yard and the merchant can effect large economies in time and money.

Unification of Trucking

"Even with the use of pier stations a unification of the trucking organizations will eliminate a large amount of partial loading and a large amount of time lost in waiting to reach the pier stations.

"In the matter of handling food products originating within possible trucking distance of the Port District, there are material economies that can be effected by the establishment of receiving stations at convenient points on the outlying portions of the District and instituting a system of truck delivery from these stations to markets and distributors in all parts of the Port District.

"The Port Authority is establishing its offices on the twenty-first floor of the Bowling Green Building, No. 11 Broadway.

Will Be Comprehensive

"From its windows there is a clear view over the Port, east, south and west for rather more than an arc of 180 degrees.

"We intend that its vision shall not be limited to anything less than a complete circle of the Port District, and we are bold enough to hope that when

GENERAL DYER REPORTS ON HUDSON TUNNEL PROGRESS

our plan is complete no element entitled to recognition will be able to say it has been overlooked.

"Our offices will be hospitably open to all those having real occasion or business to bring them there, and, like the foot note on the dining-car menu, I wish to say to all—if you are not always received with unfailing courtesy and attention, please report a complaint to yours truly, The Chairman."

General Dyer's Speech

Head of Tunnel Commission Tells What Has Been Done

At the conclusion of Mr. Outerbridge's address, which was cordially received, President Morgan introduced General George R. Dyer. He said:

"As the time at our disposal is very short, I will not waste any minutes in the introduction of the speakers, because we have three speakers still to come. Our next speaker is the Chairman of the New York State Bridge and Tunnel Commission, General George R. Dyer, whom I have great pleasure in presenting. (Applause.)"

General Dyer's Speech

When the applause permitted him to be heard, General Dyer delivered a carefully prepared speech, as follows:

"Mr. Chairman and Gentlemen: It is a great privilege for me to address such a representative gathering on the work of the New York State Bridge and Tunnel Commission, especially at this time when so many statements have been made in the daily papers commenting upon the position taken by our Commission.

"The New York Interstate Bridge Commission was originally created under Act of Legislature in 1906, for the purpose of developing a system of transit between New York City and the State of New Jersey, \$1,000 being appropriated for the expense of the Commission.

History of the Commission

"Governor Higgins appointed Messrs. McDougall Hawkes, E. W. Bloomingdale and Alexander J. Shamberg, Commissioners.

"In 1907 an act of Legislature added the Commissioner of Bridges of New York City to the Commission and gave the Mayor the appointment of an additional commissioner. He appointed

George R. Dyer. All of these commissioners serve without salary.

"Our investigations concerning bridges, made almost ten years ago, found that to build a bridge where most needed below Seventy-second Street

GENERAL GEORGE R. DYER



Commission Chairman Sketches History and Progress of Vehicular Tunnel Under the Hudson

would cost, together with the necessary real estate, well over \$100,000,000 and a bridge way uptown at that time was not thought feasible. So we gradually came to the conclusion that a tunnel or tunnels were the most expeditious, economical and practical propositions.

The New Jersey Commission

"The New Jersey Commissioners are all appointed by the Governor for a term of four years: four members from North Jersey, and four from South Jersey. There are at present no commissioners who were of the original commission. In many ways this has proved a drawback to the work, for with a change of commissioners oftentimes there came a change of ideas and plans, but our chief obstacle to proceeding with actual development was the lack of funds.

"In 1913, the Legislature authorized us to consider the subject of tunnels in addition to bridges, and changed our

name to the New York State Bridge and Tunnel Commission.

"Up to 1919, very little actual work was accomplished owing to lack of appropriations, and during 1911 there was no commission for New Jersey.

The Tunnel Act

"In 1919 the New York State Engineer was added as an ex-officio member of the New York Commission, the existing Commissioners retained in office and authorized to construct a tunnel or tunnels under the Hudson River between a point in the vicinity of Canal Street and a point in Jersey City, for the exclusive use of pedestrians, and vehicles not operated by public service corporations. \$1,000,000 was appropriated for the project. In 1920 \$1,000,000 and in 1921 \$5,000,000 additional were appropriated by the Legislatures, making a total of \$7,000,000.

Many Problems to Be Solved

"There were, however, countless problems which confronted us in the tunnel project.—How to raise the money.—The type of tunnel, and the method of its construction. The ventilation and innumerable minor questions, which however, were of vital importance to the tunnel. The magnitude of the enterprise, for if constructed it would be the largest subaqueous tunnel ever built, and the first one ever to be used almost exclusively by motor vehicles. The ventilation problem alone was an entirely new proposition. Even a layman must realize what dangers would be invited were we to speculate upon new types of tunnel construction. However, in June, 1917, Major General Goethals was employed (by the New Jersey Commission to draw up plans and specifications for a tunnel, which were presented to both Commissions on Nov. 24, 1917. The General recommended a Concrete Block Tunnel forty-two feet in diameter with two roadways twenty-two feet six inches in width, one superimposed above the other, at an estimated cost of \$12,000,000 exclusive of land for necessary plazas and tunnel easements. The plan of construction recommended differed radically from anything heretofore attempted by the shield method, not only in the great diameter of the tunnel, but also in the type of shell. This departure from accepted practice was justified by the claim that it had great advantages over the methods heretofore employed. The

FRICION BETWEEN TWO STATES OVER HUDSON TUBES

report of General Goethals was submitted to our Legislature.

"On April 5, 1919, Governor Smith held a public hearing on the Act before him for signature, appropriating the million dollars and locating the site of the tunnel in New York City (which as a matter of fact also located the Jersey City terminus of the tunnel). This hearing was very largely attended and the Governor signed the bill on April 11.

"We immediately proceeded to organize as efficient an organization as possible so that the great work in hand could be rapidly prosecuted.

"During the early part of 1919, there was considerable agitation in favor of the O'Rourke patented concrete block method of construction, and a great deal of influence was brought to bear upon the Commissioners to adopt it. One of the New Jersey Commissioners was untiring in his efforts to bring this about.

Engineer Appointed

"Both Commissions were unanimous that the time had come to appoint a Chief Engineer as well as a board of consulting engineers. All of the Commissioners were anxious to secure General Goethals, not only as our Chief Engineer, but also as a member of the Board, but he declined both propositions.

"After much consideration and a very careful investigation we asked Mr. Clifford M. Holland, the tunnel engineer of the Public Service Commission, First District, to accept the position of our Chief Engineer, and to the great satisfaction of both Commissions he accepted and was unanimously appointed as of July 1, 1919, as the funds of the New Jersey Commission were not available until that date.

"Mr. Holland has had a greater and more successful experience in the work of subaqueous tunnel construction than any other member of his profession.

Type of Construction

"Realizing as we did that the type and construction of the tunnel together with the problem of ventilation were most serious ones, dealing not only with the safety and welfare of the public, but with their health as well, through the exhaust gases from the motors, we decided unanimously to appoint a board of Consulting Engineers of five members. We appointed: Major John A. Bense, Professor William H. Burr, Mr. J.

Vipond Davies, Colonel Henry W. Hodge and Colonel William J. Wilgus, all at a salary of \$10,000 a year, and to the above we added without salary, Mr. Edward A. Byrne, Engineer in the Department of Plant and Structures. The Board selected Colonel Wilgus as its Chairman. To the great sorrow of both Commissions, Colonel Hodge died December 21, 1919, and in his place the commissions appointed, unanimously, Colonel George L. Watson.

"The commissions received much commendation upon their appointments, all of which had been unanimously made.

Contract Perfected

"In the meantime, the Counsel of both commissions had been working most diligently and intelligently over a form of contract under which the two Commissions, representing the two States, were to construct and operate the tunnel or tunnels; to secure all the necessary land for easements, approaches, plazas, etc., and to cover all questions which in counsel's opinion might arise between the two Commissions. On Dec. 30, 1919, after a great deal of deliberation, many discussions, including conferences with both Attorney-Generals, and some delays, the contract was signed by all the Commissioners.

"On January 27, 1920, after earnest consideration, and fortified with the approval of the entire Board of Consulting Engineers, with the exception of Mr. Byrne, both Commissions unanimously accepted and adopted the report and recommendations of the Chief Engineer. One Commissioner from New Jersey, however, strenuously opposed its approval and adoption, although he finally voted in its favor.

Cast Iron Tubes Decided On

"The Chief Engineer recommended twin cast-iron tubes to accommodate two lines of traffic in each direction, with roadways twenty feet wide. The design of this tunnel follows closely that of the usual shield-driven subaqueous tunnel, with cast-iron rings, lined on the inside with concrete. This is the method of construction used for all the rapid transit tubes under the Hudson and East Rivers, and the experience obtained in driving these tunnels insures the successful completion of this plan, the estimated cost of which, completed, is \$28,669,000. The length of the tunnel from street to street is about 9,300 feet. The length between ventilation shafts about

3,300 feet. The ventilation of the tunnel has been given a most intensive study and the scientific investigations completed prove conclusively that the tunnel can be successfully ventilated, insuring absolute safety to the public. The ventilation of the tunnel will be by the distributive method of air supply whereby fresh air will be delivered into the tunnel roadway through numerous openings and the vitiated air will be exhausted through overhead openings. We believe that this plan assures a tunnel which is safe, permanent and economical.

Opposition Is Manifested

"Notwithstanding that both Commissions had unanimously adopted the plan and recommendations of the Chief Engineer, public hearings were held in New York City, Newark and Jersey City. At all of these hearings nothing developed which justified any change in the plans and recommendations of our Chief Engineer, nor were any suggestions offered which could be made use of to improve the plans already adopted. Whether unwittingly or not, those who were responsible for these hearings gave the impression that they were leaving no stone unturned to embarrass the action of both Commissions.

"Nevertheless the work was started and pushed with all possible enthusiasm and earnestness, and on the afternoon of Columbus Day, 1920, in the presence of distinguished representatives of both States and Cities, and with appropriate ceremonies, the ground was broken here in Canal Street for the first shaft of the tunnel.

Agreement With Railroad

"Negotiations were started with the Erie Railroad to secure the necessary land and easements for the tunnel in Jersey City. A Committee was appointed from both Commissions to negotiate with the Jersey City authorities as well as the Erie Railroad officials.

"This committee after a very laborious task, facing many obstacles and overcoming many difficulties made its report, that the Erie Railroad through the Commissions, had agreed to widen Twelfth Street, Jersey City, in exchange for the surrender of the City's rights to Eleventh Street, which street, although in reality only an alley, runs through and parallel to the Erie Freight Yard tracks. The Erie Committee had finished their negotiations and had re-

GENERAL DYER PROMISES TUNNELS WILL BE BUILT

ported back to the Commissions. The New York Commission had approved of their negotiations and embodied them in the Annual Report which was sent to the Governor and Legislature. Just before the adjournment of the joint conference on March 8, while we were discussing plans for the ceremonies for the breaking of ground for the tunnel shaft in Jersey City, scheduled for April 16, one of the New Jersey Commissioners informed us in a most casual manner that the New York Commission of course knew that the Committee of New Jersey Commissioners when they appeared before the Mayor and the Jersey City officials in Jersey City on August 10, 1921, promised to widen Fourteenth Street, Jersey Avenue and Henderson Street in addition to Twelfth Street.

The Commissions Split

"We were amazed, and so told the New Jersey Commission. We further told them that this was the first time that we had ever heard of such a promise, or had ever received any intimation of it; that neither on the minutes of any of our meetings, nor in any communication from them had any allusion been made to such a promise. We had also never received any report of what had taken place at their conference. We had understood from the first that all Jersey City wished in exchange for the surrender of their rights to Eleventh Street to the Erie Railroad, was the widening of Twelfth Street to make it a broad thoroughfare as the main approach to the tunnel.

"We, therefore, refused to agree to this new proposition, or to ratify in any way the promises made to the Jersey City authorities by the committee of the New Jersey Commission, acting alone and without the knowledge or consent of the New York Commission.

Bound by Contract

"We took this position, as we did not believe we had the right under our contract and our interpretation of the Act to consider the proposition of widening the streets of Jersey City.

"We are accused by the Chairman of the New Jersey Commission as taking arbitrary and untenable position, of delaying the work of constructing the tunnel, of acting in bad faith, and of bringing about an impasse between the two Commissions.

Conference Is Planned

"At our meeting on May 3, it was

mutually agreed to have a conference within the next ten days with our Attorney General at his New York City office between the Corporation Counsel of Jersey City and the counsels of both Commissions, to ask the Attorney General if the New York Commission's understanding and position were correct in that they could not go into the proposition of widening the streets of Jersey City, and that our power ended with the construction of the tunnel and the providing of necessary approaches and plazas for the entrances and exits of the Tunnel.

"We do not dispute the contention of the New Jersey Commission that it would be most advantageous to the more efficient handling of the traffic bound for the tunnel to widen all the streets in Jersey City in the vicinity of the tunnels, but we do claim that this is a problem for Jersey City to work out either through the regulation of traffic or the cutting down the width of the wide sidewalks of the streets in question. This has been done in several of our New York City streets.

Use of Funds Limited by Law

"We contend that the moneys of the people of the State of New York, in which the people of our City are very materially interested, should not be spent for widening any streets in Jersey City which cannot be morally and legally construed as being part of the approaches and plaza for the tunnel.

"We are perfectly willing to have our position referred to the Attorney General of New York for his opinion, and if he decides that we have assumed an arbitrary and untenable position, we will be only too glad to follow his suggestions, and do all that is within our power to relieve this intricate and delicate proposition, and hasten the work on the tunnel.

Jersey Commission Acts Alone

"However, we do not believe that the Attorney General will decide against us. Unfortunately, the appointment which was made by the Attorney General for May 9 could not be kept by the Corporation Counsel of Jersey City and the Counsel of the Jersey Commission. Another appointment is being arranged for now. To further complicate the situation the New Jersey Commission on May 3 voted to dispense with the services of the Board of Consulting Engineers on the ground that they were biased in their opinions, and inferred that

through their advice and attitude we had taken our stand against the New Jersey Commission in their demand for the widening of Jersey City Streets.

"It is inconceivable how anyone could imply any ulterior motives to such a distinguished body of engineers and soldiers, who compose that Board.

Refused to Concur

"The New York Commission refused to confirm or agree to the New Jersey Commission's action, holding first that their action is illegal under the terms of the contract, and second that the reasons given for the dismissal of the Board unfair.

"There is desperate need for this tunnel. Our plans and specifications have practically been adopted by the City of Boston for their tunnel which is about to be constructed. Everything which human intelligence and thought could have done to make these tunnels safe, permanent, economical and useful has been done.

"These tunnels must be built, and without further delay, and no one need have any fear that they will not be built.

Regrets the Delay

"The New York Commission feel very keenly the delay which has been forced upon them and deeply regret the impasse which has arisen, but we are unanimous and united in our determination to do that which is right, to do nothing which would impair in the slightest degree the confidence, respect and support of our fellow citizens of this great State and City. We will guard as zealously as if they were our own, the rights and interests of you all. We want you gentlemen to help us, because we need your support and encouragement. We have given you a long discourse, but have told you honestly all that we have done."

Mr. George A. Post

The Hudson River Bridge and Why It Should Be Built

Mr. Morgan then introduced Mr. George A. Post.

"Gentlemen," he said, "You have heard from the Chairman of the New York State Bridge Commission. We will now hear of the plans for a bridge, and I am going to ask Mr. George A. Post of the Hudson River Bridge and Termi-

PLANS FORMING FOR GIANT BRIDGE ACROSS HUDSON

nal Association to address us on that subject. (Applause.)

Mr. Post's Speech

In advocating the construction of the Hudson River Bridge, Mr. Post said:

"Mr. President and Gentlemen of The Merchants' Association: It is certainly an honor which is deeply appreciated by those whom I represent to have the opportunity to participate in this symposium.

Mr. George A. Post, President of the Hudson River Bridge Corporation, spoke in favor of a bridge across the Hudson River. He said:

"There ought to be a bridge across the Hudson River, connecting New York City with New Jersey. In that pronouncement, I am voicing the deep conviction, not only of the Association newly formed as a means for promoting that consummation, but, as well, a vast multitude of those in New York and New Jersey, who know and feel that a bridge is a great public necessity. The building of a bridge is not urged as a solution of all our Port troubles. It is but one of many things that must be accomplished for the safety, comfort and convenience of the millions who now people the Metropolitan District, and the millions more who will, in the years to come, here require adequate facilities for the pursuit of their myriad avocations.

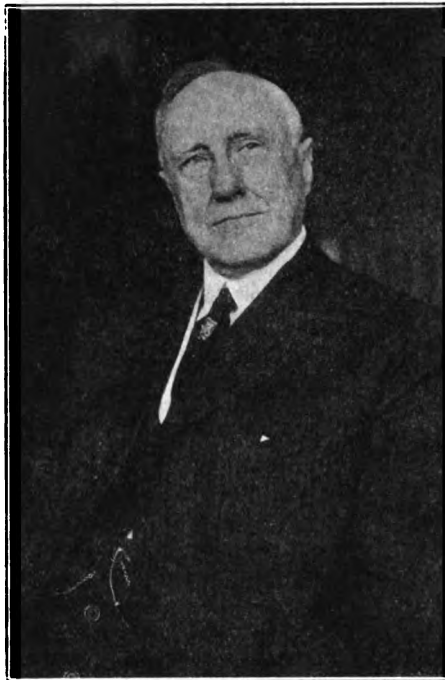
Advantages of a Bridge

"Whatever may be the legislative fate of the Port Authority, so ably represented here by Mr. Outerbridge, as their plan shall run the gamut of interstate and municipal rivalries and ambitions, there can be no deadly rivalries aroused by the proposal of a bridge, nor ambitions to be thwarted by its erection. If there were a bridge in existence now there would still be many things required for the development of the Port of New York, but the trials and tribulations that confront the Port Authority would be tremendously lessened. When there shall be a bridge—and a bridge there shall surely be some day—miseries in transportation now suffered will be ended; fetters that now bind will be cut; growth and development now hindered will be set free; Manhattan Island will be safer from the perils of war and the transportation vicissitudes incident to peace time; Greater New York will be surer of the continuance of its commercial primacy in our nation, and New Jersey will have teeming centres of population and industry, where

now are wide expanses of sparsely settled territory.

"In a letter received at our office a few days ago, from United States Senator Calder, after reciting the wondrous growth of Brooklyn and Queens, resulting from the building of bridges and

MR. GEORGE A. POST



Head of Bridge Commission Predicts a Hudson River Bridge Built by Private Capital

subways, adverting to the existing tunnels under the Hudson and the prospective vehicular tunnel, he wrote the following:

But of all these under-the-river arteries of travel none will be comparable to the great over-the-river structure which is contemplated in your Movement. The interests of New York and New Jersey are in common, and the development of this whole great Metropolis means so much to the whole country, that it is a reasonably certain fact that the Bridge Movement must be successful.

Private Capital Must Build It

"We who have been striving to ascertain public sentiment regarding the proposal to build a bridge feel that, from the reaction we have had from a vast number of people, we are warranted in the belief that there cannot and will not be any opposition to the bridge, if it is demonstrated that the funds for its building can be obtained. Of course, investors will not furnish the funds until they are reasonably satisfied that investment therein will be safe and

profitable. That assurance we are confident will be given by the statistical data of traffic to be borne by the bridge, now being compiled. The bridge, if built, must be built by private capital.

"Neither the Federal Government, the States of New York or New Jersey, nor the municipalities to be joined together by the bridge, could be expected to finance the undertaking, for reasons too apparent to need enumeration.

The Engineering Aspect

"One thing is now certain—there is no longer any fear in the engineering minds of the country that the building of a bridge with a river span of 3,240 feet, with an approach span on each end of 1,650 feet, and about 200 feet in width, presents any insuperable engineering difficulties. In the plans in process of formulation, all interests, whether Federal, State, municipal, corporate or private, must, and of course will be, considered and conferred with. To serve all with the greatest efficiency and economy is and must be the manifest aim of those who ponder the plan.

"A bridge of 3,200-foot span and 400,000-ton weight would be a luxury or an economic waste, if it did not provide for railroad traffic—both freight and passenger, including trolley and rapid transit, as well as highway traffic, both truck-hauling and passenger vehicles.

Will Bring Railroads In

"Engineers very generally agree that such a bridge is the best way to bring the railroads into Manhattan. The bridge, on its lower deck, will carry ten standard tracks.

"Railroad passenger traffic is long-haul and short-haul. The Union Station must be for the former, and be a through station, where trains can stop and pass on, leaving the tracks available for a constantly changing service.

"Local and commutation traffic must be kept separate.

"As to the demands of highway traffic, we have only to recall the astounding development of the automobile—pleasure car and truck.

"There can be no bridge far downtown, and this bridge will be in the vicinity of Fifty-ninth Street, three and one-half miles north of the Canal Street vehicular tubes. Its upper deck will carry sixteen lines of 'such traffic'—which will here find 'the open road' and 'not have to wait for the boat.'

"Neither freight nor passengers can be dumped into Manhattan at a bridge-

SAYS ONE HUDSON BRIDGE EQUALS 20 TUNNELS

end, without provision for distribution. The danger of congestion is naturally suggested, but this will be prevented by an ingenious system of approaches, without grade crossings, which will facilitate in-flow and out-flow, without check of speed.

West Side Connecting Railroad

"For freight and local passenger distribution, a West Side downtown rail extension is vital. It may be partly underground and partly elevated.

"Electric power and new methods of ballast and silencing will obviate offense, and the proposed construction will actually improve, rather than impair, the appearance of the district.

"Freight will come direct to interval stations, and almost continuous warehouses along the line. Improved methods of handling will at every point reduce the time and cost of loading and unloading, and will release the cars from the sidings, which will hold 2,000 cars at a time, and accommodate 10,000 cars in twenty-four hours.

"Pending the possible building of a return tunnel far downtown, the continuity of unchecked rail service will be insured by loops at the Union Station and at the end of the downtown line.

"Proximity to the piers, and easily made connections, will facilitate ship loading and the storage of waiting or discharged ocean freight.

The Jersey Commuters

"The downtown extension will care for an enormous commuter traffic from North Jersey. It is not intended, desired, nor possible to draw all local Jersey traffic to the bridge. There are tubes and useful ferries. The ten rail lines (four going downtown) will be available for interchangeable use in carrying freight and passengers. Proper adjustment of schedules to meet rush-hour conditions will give the plant a colossal capacity.

"The plan will not only *not* destroy the West Side, as uninformed persons presume to fear, but will release the extended waterfront now used by the railroads (especially with their immense freight stations) and give accommodation to ocean steamers now crowded out. Such a clearing of West Street will be a vast improvement and make possible a truly creditable marginal way.

"The bridge will not, perhaps, supply

every human need—not meet every aspiration of the up-reaching Soul; but, at least, it will be equivalent in traffic capacity to twenty tunnels, at less than half the cost!

"There are many phases of the bridge problem, each of importance, each presenting difficulties to overcome, each and all being now under closest scrutiny. Within the bounds of the brevity that must be observed upon an occasion like this, only the merest outline of a proposal so stupendous can be given. If what little has been said here shall merely whet your appetite for more information, and arouse your interest, my function will have been performed.

Will the Bridge Be Built

"Can the bridge be built? Will it be built? We seek the answer, and it is from such men as you that it will come. Contemporaneously with our earnest efforts to arouse and render articulate a public sentiment that shall sway public bodies, public officials and purse possessors whose cooperation will be required for realization of our purposes will go forward the engineering plans involved, surveys of property required, and the discussion and formulation of financial plans. We are not unmindful of the difficulties that may beset our path; of the doubts that must be dispelled; of the differences of opinion that must be harmonized; of the possible plotting of profiteers that may ensue. But, if the millions of people who abide within the Metropolitan District want the bridge, they will get it. *They will put it across.*

"And when the glad day shall come that the gigantic scheme shall have reached fruition, there, suspended in its majesty, between the waters of the Hudson and the vaulted blue, indissolubly binding Manhattan Island to New Jersey and the nation's mainland to the West, what a monument to the wisdom and determination of our people will be the bridge, of which we speak today in terms of hope and adoration for a pull all together for its achievement."

Mr. J. J. Mantell

Erie Regional Manager Discusses the Railroad Problem

The last scheduled speaker was Mr. J. J. Mantell, Regional Manager of the

Erie Railroad Company. In presenting him, Mr. Morgan said:

"We have invited to discuss the railroad problem in connection with this whole Port matter the Regional Manager of one of the great railroads centering in the Port of New York, and I have great pleasure in presenting Mr. J. J. Mantell, the Regional Manager of the Erie Railroad." (Applause.)

"As only fifteen minutes have been allotted to each speaker and as the time is getting short, I will endeavor to come directly to the point and call your attention to some of the conditions that exist in the Port of New York, and make certain suggestions as to remedies.

Port Must Be Adequate

"With the resumption of business that is bound to occur, both at home and abroad, we will face keener competition than ever before, especially in our foreign trade. It will be necessary for us to develop some program and study the possibilities of eliminating waste in every kind of industry, in order that our country may take its part in the world struggle and be able to hold its own. In pursuing such a study, what could be said regarding the Port of New York?

"The Port of New York today presents the largest and most expensive freight-handling problem in the world. Approximately 50 per cent of the export and import traffic of this country moves through the Port. The manner of handling, and the costs at New York, compare very unfavorably with other ports.

Two Classes of Traffic

"In order to follow intelligently the freight-handling problem of this Port, it will be necessary to divide the traffic into two classes: First, the export and import freight; second, the domestic freight.

"Ninety-five per cent of all the export and import freight is handled through the Railroad Terminals located on the New Jersey Shore, and practically all of this freight is handled by barges and lighters. In order to handle this great volume of freight, considering that virtually all the steamships berth on the New York side, it is necessary for the railroads to maintain a great deal of floating equipment. The railroads in New York Harbor own 145 tugboats, 1,600 barges and lighters, 375 car floats, and in addition a great deal of the

RAILROAD MAN POINTS TO DEFECTS IN THE PORT

freight is contracted for and taken care of by outside companies. The marine equipment is augmented from time to time by the leasing of equipment.

Water Transportation Required

"The difficulties attending the uneconomic transportation service can be better understood when it is realized that almost all of the freight is divorced from a rail route and must be transported by water to reach its destination.

"The center of lighterage activity on the New Jersey shore is near Exchange Place, Jersey City, and the lighterage hauls radiate for nine miles southerly and eleven miles northerly, and easterly into the East River, Newtown Creek and Gowanus Canal.

Cost of Lighterage

"You can appreciate what railroad barges, lighters, tugboats and car floats all cost. A barge or lighter will cost approximately \$10,000, and its distributing capacity is one-half carload of freight per day. It is easy to follow this—barges and lighters with one and two car deliveries, etc., will only average about four cars each, and are from seven to eight days turning over. What is the reason? Almost all of the piers were planned and built forty-five years ago. Take from the Battery to the Chelsea District; take the East River and Brooklyn shore, they remain the same narrow piers as originally constructed. The slips are narrow, and were intended for the old type of sailing vessel, or steamer. With two ships in the berth, and in some cases only one modern steamer, after barges are unloaded at forward hatches it is impossible to shift them out without disturbing barges that are unloading aft, with the result that there is serious congestion, and this heavy turnover occurs.

Suggests Extra Terminal Charge

"It has been truly stated that the railroads' service should end in New Jersey. It is difficult to understand how the railroads can get along and continue to carry the burden they have borne in this Port for so long without having an additional terminal allowance to cover lighterage service.

"Do you realize that it costs on an average as much to move a ton of freight from the classification yard located in the Metropolitan Zone to a steamship sling located in New York as it does to pull that same ton of freight from Buffalo or Pittsburg to the classification yard?

"An Interstate Commerce Commissioner once described the New York traffic conditions as the 'sore spot' of the Nation. From my experience during the war in charge of the various

MR. J. J. MANTELL



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Erie Railroad Manager, Who Says Rail Carriers Ought to Charge for Terminal Service

terminals in this Port, I would describe it as the Port that grew up and then blew up.

Great Tasks Performed

"We moved 1,750,000 troops through this Port during the war; the greatest number moved through any other port was 200,000, and they were moved through Hampton Roads. It was a great achievement for the railroads in loading these troops aboard the ships from the tugs and ferryboats and marching them across the city of Hoboken. It was a nightmare, though, when it came to handling the freight. Most of you men were under the impression that the railroad terminals on the New Jersey side broke down; that wasn't so. The railroad terminals on the New Jersey side were always functioning, and became so choked that it was necessary to place embargoes, then put on permits for the export freight, and practically eliminate the lighterage of domestic freight, because these narrow slips and

narrow piers that I have described, and all our own lighterage equipment and all the equipment that could be hired from the outside, was ten and eleven days in turning over, and the capacity of the Port was limited by the excessive delays that barges and lighters experienced; and even if you had a hundred more piers at that time like those that we have here today, the capacity for lighters was only from 1,000 to 1,100 cars a day. Suppose you do build piers at Gravesend Bay, Staten Island, and other places, can the railroads continue to hold this bag that they have here in New York for so many years and continue this expensive lighterage? No, gentlemen. If New York is to retain its supremacy, and get away from the name of being the most uneconomic port in the world, you have got to effect a meeting of keels and wheels, and your slogan should be 'GET THE KEELS AND THE WHEELS TOGETHER,' and by effecting a meeting of the keels and the wheels you have effected a railhead delivery of freight like they have in Boston, Philadelphia and Baltimore and other places. There are no lighters in Boston, practically none in Philadelphia and Baltimore. It costs from forty to fifty cents a ton to deliver freight in the neighboring ports I have mentioned. What does it cost in New York? I am too good a friend of the Port of New York to mention the figure. But you can imagine what it is when we pull it 400 miles for the same cost of sending it through the Metropolitan District, or a distance of a little more than ten miles from this hotel.

Should Keep Freight On Wheels

"I only want to touch briefly on the lighterage situation represented in the Port, and the experiences some of us have had in a practical way in handling it. The Merchants' Association of New York, while vitally interested in this subject, I believe is still more interested in effecting a better domestic delivery of freight, and there is another slogan that I would suggest for you in connection with the delivery of domestic freight, and that is, 'KEEP YOUR FREIGHT ON WHEELS.'

"I have read and studied, as well as discussed, the report of the New Jersey and New York Port and Development engineers, and am disappointed because it does not suggest any immediate relief. It is to be hoped that the Commission which has been formed under the authority of the two States, and

NEW JERSEY TUNNEL COMMISSIONER MAKES ANSWER

which, I understand, is not committed to any plan, will work out a scheme that will give us some relief, and that the great railroad and trucking waste, from a railroad standpoint, in effecting delivery of domestic freight in New York City may be reduced.

Available Costs

"There is only a very small percentage of the freight that moves into New York all rail, and you must consider that at least 85 per cent of the domestic freight coming into this City is transferred across the river on car floats or on barges and lighters tied up alongside of expensive pier stations, and unloaded from floating equipment to the floor of pier stations. You have the lighterage cost from New Jersey to New York and the unloading cost from car float to the pier station floor. Mr. Merchant has to pay at least \$2.00 per ton to truck his freight from the pier station to his store. What does it cost the railroads, with overhead on their marine equipment, the overhead on the New York City piers, where you can only utilize about one-half of the space on account of providing driveway, and the handling cost involved for car floats and fluctuating tides?

Changes in the Port

"In the studies that have been made of freight distribution in New York, invariably the study is made of the present distribution. That is absolutely wrong. With the entrance of the railroads and free lighterage which dates back many years, our city was south of Forty-second Street, our warehouses, commission houses, etc., grew up around the railroad stations, which are principally south of Twenty-third Street. With the growth of the City and the creation of a greater city, we have concentrated in a small part of our City a great proportion of our freight distribution for the greater territory, as well as for Jersey City and Newark. A more fanlike delivery of the freight should be made.

Freight Congestion

"Did you ever stop and watch the line of trucks downtown at a busy street corner, and note the number go by that were only partially loaded, and the enormous cross haul that exists in trucking? This brings me to the slogan of 'KEEP YOUR FREIGHT ON WHEELS.' By this I mean that we all appreciate that the motor truck has taken its place along with the railroad, and is able to

compete with it, particularly on short hauls; and when this is so, and figures prove it, when freight is divorced from the rail and is placed on water, and with the rehandling involved, trucking delays and congestion, why not stop the freight on the New Jersey shore and develop a modern system of tractors and trailers, and with the vehicular tunnel, existing ferry routes and additional ferry routes to provide more fanlike delivery of freight, delivering one-half of this freight which is carload to your store door; the other half of the freight, or less-than-carload freight, to go through suitably located inland freight stations with proper storage facilities overhead to take care of any overflow, there to be rehandled and zoned out, and you will then be keeping your freight on wheels, cutting out intermediate waste, and effecting a real store-door delivery.

Time Wasted in Trucking

"Forty per cent of the time of a truck today is dead time, or time standing still; thirty per cent of it is loading and unloading. Modern tractors and trailers that can be coupled and uncoupled quickly and dropped, both in a loading and unloading process, would do away with a large percentage of the dead time. Traffic congestion would be reduced, because you could control unit truck loads, reduce cross haul, and control traffic through certain thoroughfares.

"You might say that we should wait for the vehicular tunnel to be constructed. Any motor expert will tell you that while a motor truck that is going to within eight or ten blocks of the exit can operate cheaper through the vehicular tunnel than by ferryboat, a haul involving Twenty-third Street, say, from Jersey City, with ferryboats developed for truck traffic, the ferryboat expense with thirty of these trucks aboard will be less than the wear, tear and fuel consumption of a truck."

Mr. T. Albeus Adams

New Jersey Commissioner Promises Tunnel Harmony

Mr. T. Albeus Adams, Chairman of the New Jersey members of the Bridge and Tunnel Commission, was one of the guests of the Council, and he heard what General Dyer said about the trou-

bles in the Commission. After Mr. Mantell had spoken, Mr. Morgan introduced him.

"The Chairman of the New Jersey Bridge and Terminal Commission," he said, "who is one of our honored guests today, has asked me if he can have two minutes. I have the great pleasure of according to you two minutes, Mr. Adams."

Mr. Adams' Remarks

Mr. Adams said:

"Mr. Chairman and Members of The Merchants' Association of New York: I will not take the two minutes. I just want to say this, as representing the State of New Jersey on this tunnel commission, that we will take as our motto, 'No dividing line.'"

"We hope and trust that the differences between the Commissions representing the State of New Jersey and the State of New York are honest differences. We hope that those differences may be adjusted very shortly.

"The principle on which the New Jersey Commissioners are unanimous is that we should not reduce the amount of our street surfaces on the New Jersey side. That, providing it is advantageous, we can make a very profitable sale by closing one street leading directly from the mouth of the tunnel, back for half a mile, that is, alongside the Erie Railroad tracks; by selling that to the Erie Railroad we receive the benefit of it in the cost of the tunnel; that we should, in the interests of the project as a whole, have no dividing line; that we should widen the existing and approach plazas the same amount, or nearly so, in street surface. That is the point. Thank you."

"I think you will agree with me that these two Commissioners will be able to thresh out this very important matter," said Mr. Morgan.

With the singing of the last stanzas of "America" the meeting then adjourned.

THE PORT OF NEW YORK

In 1913, the net tonnage of the vessels entering the Harbor of New York was 14,370,619 tons, as compared with 14,185,000 net tons at Hamburg, the City's closest rival in this respect. The Port now leads all others in the world in the size of its tonnage movement. In the ten months ending October 31, 1920, 4,653 ships of 15,516,417 net tons entered the Port—a record-breaking total.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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GOVERNMENTAL REORGANIZATION

The report made by a Special Committee composed of former high Government officials upon proposals for reorganizing the Federal machinery of Government in Washington in order that economies may be effected and greater efficiency attained is worthy of study. The report of this Committee, as approved by the Board of Directors, will be found in this number of "Greater New York."

MILK WEEK

Dr. Royal S. Copeland has designated the week of June 5 to 12 as "Milk Week," for the purpose of calling attention to the value of milk as a health food and to the necessity for guarding the purity of the milk supply.

A letter explaining the plans and purposes of the Health Department in the matter appears on the last page of this number. Dr. Copeland says that Mrs. Henry Moskowitz, Secretary of the Citizens' Cooperating Committee, will communicate with The Merchants Association. Inasmuch as it was impossible to await this communication and still give notice through "Greater New York" to the members of The Merchants' Association of Dr. Copeland's plans, his letter is printed in full, so that any member of The Association who may desire to assist the Health Department may communicate with Mrs. Moskowitz and obtain instructions from her.

This is a matter in which many members of The Merchants' Association may render valuable assistance in the attainment of a worthy object if they care to do so.

ASSESSMENT OF TARIFF DUES

The attention of the members of The Merchants' Association is called to the account given in this paper of the position taken by The Association in opposition to the proposal to assess tariff duties upon the basis of the selling price of the imported article in this country rather than upon its selling price in the country of its origin.

The reasons which impelled The As-

sociation to take ground against this innovation as impracticable are set forth. The article will be found on the opposite page of this number of "Greater New York."

The Board of Directors of The Association will be glad to receive the views of any interested member of The Association who cares to express them.

WATER TRANSPORTATION

The Traffic Bureau of The Merchants' Association once more calls attention to the advantages which New York City shippers to western points may derive by using the Erie Canal and the Great Lakes. The Bureau gives figures which ought to convince all shippers of the wisdom of using the canal whenever possible.

BUSINESS DEFLATION

The shrinkage in the volume of business throughout the world, as reflected in debits to individual accounts as reported to the Federal Reserve Board from 156 of the countries' leading clearing house centers, is shown for the week of April 20 in the following comparative table:

	April 27, 1921	April 28, 1920
New York.....	\$2,633,454,000	\$5,153,062,000
Boston	337,968,000	472,584,000
Philadelphia	352,097,000	425,162,000
Cleveland	456,087,000	561,427,000
Richmond	125,588,000	169,168,000
Atlanta	159,207,000	246,772,000
Chicago	850,012,000	1,050,986,000
St. Louis	152,462,000	215,947,000
Minneapolis	115,830,000	160,176,000
Kansas City.....	220,411,000	299,789,000
Dallas	114,531,000	155,499,000
San Francisco.....	451,777,000	523,460,000

Total.....\$6,969,424,000 \$9,434,032,000

As compared with the corresponding week of 1920, the shrinkage of debits reached a total of \$2,465,000,000 or about 26 per cent. The shrinkage in New York City was \$1,509,000,000, or about 30 per cent, a little lower than the average.

These figures show what is going on throughout the country in a readjustment which is generally believed to be rapidly nearing its conclusion.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Merchants' Association and Tariff Assessment

Why the Proposal to Change the Basis for Ad Valorem Duties to the Wholesale Selling Price of Imported Articles in This Country Was Opposed as Impracticable and What Was Done to Impress Congress With the Unwisdom of the Suggestion

The Merchants' Association by action of its Board of Directors has taken a position against the substitution of the American selling price for the foreign market value as a basis of assessing ad valorem import duties. This decision was reached after full consideration of all the facts by both the Board of Directors and the Committee on Customs Service and Revenue Law of The Association, which gave the matter detailed study.

Views Requested

Early in February the Honorable Joseph W. Fordney, Chairman of the Committee on Ways and Means of the House, made a request to Mr. S. C. Mead, Secretary of The Association, and Mr. B. A. Levett, Chairman of The Association's Committee on Customs Service and Revenue Law, that The Association study and investigate the proposal that the basis of determining the value of imported merchandise paying ad valorem duties be changed from the foreign market value to the value or wholesale selling price in the United States, and that The Association report the results of the investigation to the Ways and Means Committee at a hearing on February 15.

The matter was immediately referred to The Association's Committee on Customs Service and Revenue Law which had already informally considered and discussed it and therefore, it was not a new subject to the Committee. The Committee members were asked to study the proposal individually, prior to a Committee meeting.

Considered by Committee.

The Committee met on February 9, 1921, and after long discussion and full consideration of the merits and defects of the change, voted unanimously against it, because, in their opinion, the proposal is impractical.

The report of the Committee to the Board of Directors summarizing their recommendations is as follows:

"Your Committee on Customs Service and Revenue Law, at a meeting held on Wednesday, February 9, 1921, voted to recommend

that The Merchants' Association of New York adopt the following preambles and resolutions relating to a proposed change in the basis of assessing duties on merchandise imported into the United States:

"Whereas, Hon Joseph W. Fordney, Chairman of the Committee on Ways and Means of the House of Representatives, requested The Merchants' Association of New York to submit an opinion to Congress, with respect to the desirability of changing the basis of assessing ad valorem duties on imported merchandise from the present basis, which is the foreign market value, to the basis of the selling price in the United States; and

"Whereas, A careful study of all of the phases of the proposal indicates that such a change would be detrimental in the following particulars; because

"1. In the opinion of The Association it is utterly impossible to draft a law which would be workable either from a practicable point of view or from the standpoint of justice to the three parties affected, namely, the Government, domestic manufacturer and importer;

"2. The assessment of duty on the basis of the American selling price would doubtless open the door to evasions. For example, by withholding from entry merchandise which would be bonded in a contiguous country until the American selling price had declined, either naturally or through artificial pressure; by avoiding duty on the foreign manufacturer's home profit and expenses as at present through the consignment of merchandise without sale, the foreign manufacturer's profit and expenses all taking place in the United States;

"3. It is impossible to determine the American sales price of numberless articles, such as new designs, raw materials directly consumed by importers, new manufactures, etc. that have never before been imported and sold in this country;

"4. It is difficult, if not impos-

sible, to establish a uniform sales price in this country on imported merchandise which would be fair to the various ports of the country;

"5. It is difficult to determine a sales price which would be fair and equitable to all concerned, owing to the fact that in the United States, there are often two or more wholesale prices in the same market;

"6. It would be difficult, if not impossible, to make entry at the Customs House of goods of a class which previous to entry had never been sold in the United States;

"7. The present system of collecting duties is the result of many years of study and experience and many amendments to remedy unforeseen defects, and of interpretations by the Courts, resulting in a fairly stabilized system, all of which experience and adjudications would be lost. The passage of such a law, revolutionizing our entire system of levying duties would require the amendment of all existing statutes and regulations pertaining in any way thereto, and due to human imperfections, would bring on years of litigation before the new system could in any degree work smoothly; now, therefore be it

"Resolved, That The Merchants' Association of New York vigorously oppose the proposal to change the basis of assessing ad valorem duties on imported merchandise from the present basis, which is the foreign market value to the basis of the selling price in the United States; and be it further

"Resolved, That the Committee on Customs Service and Revenue Law, be and is hereby authorized to present the views of The Association to the Ways and Means Committee, and to take whatever further steps are considered desirable in this connection."

Approved by Board of Directors

At a meeting held on February 10, 1921, the Board of Directors approved the report and adopted the preambles and resolutions.

THIS ASSOCIATION OPPOSES PROPOSED TARIFF CHANGE

Pursuant to this authority Mr. Mead and Mr. Levett were in attendance at a hearing before the Ways and Means Committee on February 15, 1921. Mr. Levett made an oral statement and filed a printed brief, both based entirely upon the reasons and opinions contained in the preambles and resolutions adopted by the Board, which are quoted above.

This action of the Board, together with a full copy of the report of the Committee on Customs Service and Revenue Law, was reported to the entire membership of The Association in the first available issue of "Greater New York" on February 21, 1921.

Subsequent to the publication of this action on February 21, 1921, no objection to or criticism of this action was received by The Association from any one of its members, or from any other source until The Association received a letter dated May 3, 1921, from the Clerk of the Ways and Means Committee of the House calling the attention of The Association to the fact that during an open hearing that day before the Ways and Means Committee the authority of Mr. Levett to voice the opinions of The Merchants' Association of New York on this matter had been questioned, and asking for full information in regard to the opportunity of the membership of The Association to consider the subject.

Letters were immediately sent to the Ways and Means Committee containing a full account of all that had transpired, pointing out the regularity of the action taken in accordance with the terms of the By-Laws of The Association, and affirming positively Mr. Levett's full authority to speak for The Merchants' Association of New York as he had done before the Ways and Means Committee on February 15. The Association asked that this correspondence be made a part of the public records of the hearings.

Question Up at Annual Meeting

At the annual meeting of The Association held on May 17, 1921, this position and the right of its Committee Chairman to present that action to the Ways and Means Committee were criticized by two members of The Association.

A special meeting of the Board of Directors was called for Thursday, May 27, and the two protesting members, together with one other who protested later, the only three who have expressed opinions adverse to the action taken by the Board, were invited to be present at

the meeting, with the assurance that they would have a full opportunity to present their position to the Board. Only one of the three members invited to appear was present. He made a statement to the Board presenting the reasons why in his judgment the substitution of the American selling price for the foreign market value should be made and suggested that the Board modify or reverse its position on the question. In light of the obstacles and difficulties involved, the reasons which he advanced did not seem adequate to the Board to warrant such action.

Will Be Glad to Hear Opinions of Members

The recommendations of the Committee and the action by the Directors were based entirely on the difficulties in administration and disturbances of business involved in this proposal solely as a customs administrative provision and had nothing to do with schedules, rates or degree of protection, on which matters The Association never has and does not now give consideration.

The Directors will be glad to receive expressions from any interested members as to the proposed change in the administrative sections of the pending tariff law by substitution of the American selling price or value for the foreign market value as the basis for levying ad valorem duties.

PROTEST SUCCEEDS

Cuban Merchant Cannot Register Words "New York" as a Trademark

Owing to the protest made by The Merchants' Association, the attempt of a Cuban merchant to register the word "New York" as a trade mark has been defeated.

This Association called the attention of the Department of State to the matter last March, and instructions were given to the United States Minister in Havana, who made representations to the proper Cuban officials. He replied on April 29 that he had received a communication from the Section of Marks and Patents in Cuba, that the application had been denied upon the ground that the names of places cannot be registered as trade marks.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

ASKS COOPERATION FOR "MILK WEEK"

Health Commissioner Copeland Seeks Aid of Members of The Merchants' Association

MILK AS HOT WEATHER DIET

The Merchants' Association has received from Dr. Royal S. Copeland, Commissioner of Health of New York City, a letter suggesting that a special effort be made next week to call attention to milk as an article of diet. Dr. Copeland has designated the seven days from June 5 to 12 as "Milk Week."

Commissioner Copeland's Letter

His letter, which is addressed to President William Fellowes Morgan, reads as follows:

"To increase the nutrition of our people and to improve the public health by emphasizing the use of milk as a food, I have set aside the week of June 5th to 12th, as MILK WEEK. During this time we are asking the cooperation of all civic organizations and business men's groups to the end that wherever they find it possible to cooperate they will do so.

"The Department would like you to consider the following suggestions and submit them to your membership:

Cooperation Is Proposed

"It would be most helpful in placing the program before the public if the large stores in your membership will make a special effort to have specially decorated windows during "Milk Week." In the case of hotels, restaurants, soda fountains and eating places in general, the emphasis of milk dishes and milk foods and drinks is suggested. Emphasis should be placed on the use of milk in the diet, especially for hot weather lunches, either in fluid form or in one of the many other forms in which milk may be used as a food.

"Can arrangements be made through your membership to distribute milk recipes and milk literature? The Citizens' Cooperating Committee, Mrs. Henry Moskowitz, Secretary, 141 West Ninety-fourth Street, will place itself in communication with you, and I bespeak your cordial effort in assisting it to carry out the program for the week."

THE REFERENCE LIBRARY

The patrons of the New York Public Library consulted 2,243,131 books of reference in 1920.

President Morgan Consents to a Seventh Term

Head of The Merchants' Association, Who Had Planned to Retire, Is Persuaded by the Board of Directors to Continue in Office for One More Year—All the Other Officers of The Association Are Unanimously Reelected in Harmonious Meeting

President William Fellowes Morgan was reelected for a seventh term by the Board of Directors of The Merchants' Association at a special meeting held last Thursday.

Other Officers Reelected

All the other officers of The Association were reelected by the Board as follows:

Mr. Lewis E. Pierson, Chairman of the Board, Irving National Bank, First Vice-President.

Mr. James Gilbert White, President of J. G. White and Company, Second Vice-President.

Mr. William Hamlin Childs, Chairman of the Executive Committee of The Barrett Company, and Vice-President of the Allied Chemical and Dye Corporation, Third Vice-President.

Mr. John H. Love, of Graupner, Love and Lamprecht, Treasurer.

Mr. S. C. Mead, Secretary.

Mr. Morgan Wished to Retire

Mr. Morgan had fully made up his mind to retire from the presidency but the Board insisted that he serve for another year. When the election of officers was reached in the order of business, Mr. Morgan made a brief statement in which he expressed his determination not to accept another term.

"I am convinced that the welfare and best interests of The Merchants' Association demand rotation in office," he said. "I believe that new blood is needed in the official positions of The Association and I feel that I have served long enough. I shall always be glad to help The Association in any way that it is possible for me to do so for I regard it as a great and powerful Association with a great capacity for service to the City of New York."

Board Insisted on Seventh Term

Mr. Lewis E. Pierson, First Vice-President of The Association, who sat on President Morgan's right in the Board, said that the Board would refuse to accept Mr. Morgan's decision and he immediately made a motion that he be reelected, which was unanimously carried. Mr. Morgan insisted, advancing strong personal reasons why he should be permitted to retire, but the Board

promised to see that his duties would leave him free when necessary and he finally acquiesced.

In so doing, he spoke of the fact that when he took office six years ago the membership of The Association was

MR. WILLIAM FELLOWES MORGAN



President of The Merchants' Association Was Persuaded by the Directors to Accept a Seventh Term of Office

3,500 and that now it was upward of 6,700. A corresponding increase has occurred in the income of The Association and its balance on hand. He said that The Association was everywhere recognized as an efficient organization and he had noticed at meetings of the Chamber of Commerce of the United States and elsewhere that it was always influential and respected. He referred to Mr. S. C. Mead, Secretary of The Association, as a "first-class Secretary," standing at the head of all the secretaries of commercial organizations.

An Efficient Officer

"Since my incumbency of the office of President began six years ago," Mr. Morgan said, "there has never been any friction in the performance of the work

of The Association. This is due to Mr. Mead's efficiency and tact and to the loyalty of the entire staff of The Association to which I cannot give too much praise."

The Board applauded Mr. Morgan's decision to serve for one more year. In acknowledging his complimentary words, Mr. Mead, on his own behalf and on behalf of the staff, thanked Mr. Morgan and said that whatever advance had been made in the development of commercial organizations was based upon the underlying principle that the Secretary and the staff of an organization are not the organization itself, but merely its instrument to be used by the organization for the performance of its work.

Mr. Mead's reelection marks the twenty-fourth year of his tenure of office.

DAYLIGHT SAVING

Philadelphia Declares for Extra Hour While Denver Referendum Rejects It

The Philadelphia City Council has passed an ordinance providing for Daylight Saving beginning on June 5 and ending on the last Sunday in September, and the Mayor has approved the ordinance.

The City of Denver, which submitted the question of Daylight Saving to popular vote, has repealed its ordinance in accordance with the result of this referendum.

THE GAS BILL

The Consolidated and Brooklyn Union Gas Companies, together with their subsidiaries and five small independent companies, made and sold in New York City during 1920 58,550,430,300 cubic feet of gas. They collected \$48,585,939.25 and an excess of \$5,910,683.02 more than the statutory rate. This excess was due to favorable court decisions.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

SAVE MONEY BY USING ALL-WATER ROUTE TO THE WEST

Traffic Bureau Gives Shippers the Figures of Saving on Class and Commodity Freight Through the Hudson River, Erie Canal and Great Lakes

Prepared by the Traffic Bureau of The Merchants' Association

Notwithstanding the policy of Congress as declared in the Transportation Act of 1920 to promote, encourage, and develop water transportation, service, and facilities in connection with the commerce of the United States, and to foster and preserve in full vigor both rail and water transportation, and notwithstanding the adaptability of the Great Lakes to the use of water transportation, there was practically no service during the entire season of 1920 between Buffalo and Chicago, and with the opening of navigation in 1921 no arrangements had been effected for the reestablishment of lake service between Buffalo and Chicago, a form of service that was so intensively used prior to the war.

For an All-Water Service

Upon information that the Chicago Steamship Lines had been inaugurated under the laws of Illinois for the operation of steamship service between Chicago, Illinois, Milwaukee, Wisconsin, and Buffalo, New York, the Traffic Bureau of The Merchants' Association entered upon negotiations with the officers of this new steamship line for the establishment of through all water service "canal and lake" for the handling of package freight.

As the result of a conference held at Chicago, by the Traffic Manager of The Association with officials of the steamship company, tentative arrangements were made for the inauguration of this through service, and at the instance of the Traffic Manager a call was issued for a joint conference between representatives of carriers operating on the New York State Barge Canal and the President of the Chicago Steamship Company, at the offices of The Merchants' Association. As a result of this conference arrangements were made for the establishment of through canal and lake service under joint through rates for the handling of package freight from New York City and New York Harbor points, Newark, and points in the Port of Newark, to Chicago and

Waukegan, Illinois, and Milwaukee and Kenosha, Wisconsin, effective with May 23.

Saving in Transportation Charges

The initial rates under which this through line will operate will afford to the users of the "canal and lake" route the following saving in transportation charges as compared with all rail rates:

Class	1	2	3	4	5	6	R25	R26
Saving	.28	.225	.17	.11	.11	.085	.19	.135

In addition to the class rates a very large number of carload commodity rates have been established under which, by the use of the canal and lake route, the shipper can secure a substantial saving in transportation charges.

The lines participating in this joint through tariff are the following:

Barge Canal Freightage Corporation, 23 So. William St.

Inland Marine Corporation, 132 Nassau St.

Transmarine Corporation, 5 Nassau St.

As the State of New York has spent more than \$150,000,000 in the development of the improved canal system, it is the duty of the New York shippers to demonstrate the wisdom of this enormous expenditure of money by patronizing the canal lines to the full extent of their ability. At the same time they will receive the benefit of a saving in transportation charges in reaching middle-West territory.

Lighterage Charges

Traffic Bureau Opposes Increase of Rates at This Port

Arguments on the proposal of the rail carriers to increase lighterage charges at the Port of New York from four cents to five cents per each hundred pounds, with a minimum charge of fifteen dollars per car to be applied where the present rates to New York terminals do not include lighterage or floatage service, was the subject of a hearing before the Trunk Line Committee on April 25.

Part of Lines' Haul Service

The Merchants' Association was represented by Mr. J. C. Lincoln, Manager of its Traffic Bureau.

In the general argument, in which Mr. Lincoln offered the main argument in

opposition to the proposed increase, he contended that in view of the limited facilities afforded by carriers for handling freight at New York Harbor compelled the employment of lighterage service, in order to reach various industries, and that for the carriers to place any additional burdens upon the traffic would be against public policy and restrictive of the carriers' obligations.

Covered in General Increase

Mr. Lincoln also argued that increased costs for lighterage were amply taken care of in the general increase in transportation rates authorized by the Interstate Commerce Commission. He also pointed out that in other communities, like Chicago, Philadelphia and St. Louis, much more liberality was extended on the part of the carriers in making delivery of freight and in assuming the cost of the performance of that service. Separate items in the tariffs involved in the proposed change were discussed by shippers affected, and other representatives in attendance at the hearing, and the shippers' contention that this was not the time or place for imposing upon shippers additional transportation costs was emphasized to the carriers' representatives. The subject is under consideration by the Trunk Line Association.

Traffic Work

Service Performed for Members in April Met 114 Questions

The Traffic Bureau of The Merchants' Association during April received and disposed of 114 requests during the month, including transportation questions involving claims and carriers' liability; transportation with reasonable dispatch, including deliveries, and railroad and steamship transportation; transportation at reasonable cost, including questions of rates and charges in general; export and import matters and express matters.

APRIL FIRE LOSSES

The fire losses during April, as reported in "Fire and Engineering," amounted to \$27,936,950.

VOTE ON REORGANIZATION OF GOVERNMENT MACHINERY

Board of Directors Approves Recommendations of Special Committee Composed Entirely of Former Members of the Cabinet—National Chamber Referendum

Upon the recommendation of a Special Committee composed of former members of the Cabinet, The Merchants' Association has cast its ten votes upon the nine proposals embraced in the Budget and Efficiency Referendum of the Chamber of Commerce of the United States.

The Committee's Report

The report of the Committee, signed by former Secretary of Commerce William C. Redfield, Chairman, former Attorney General George W. Wickersham, and former Acting Secretary of State Frank L. Polk, was as follows:

"Your Special Committee, to which was referred for consideration and report, Referendum No. 35 of the Chamber of Commerce, U. S. A., 'On the Report of the Committee on Budget and Efficiency Regarding Government Employees', reports thereon as follows:

"We have considered seriatim, analyzed and fully discussed the Propositions I to IX embraced in the Referendum, and make the following recommendations as to each:

I

The present system under which personnel for the federal civil service is secured and managed should be recast.

"We recommend that the votes of The Merchants' Association be cast in favor of Proposition I.

II

Adequate and uniform pay under essentially like conditions should be established as a fundamental principle for the federal civil service through reclassification and regrading.

"We recommend that the votes of The Merchants' Association be cast in favor of Proposition II.

III

Reclassification should be by statute based on investigations already made and further investigation by the Civil Service Commission.

"We recommend that Proposition III be opposed for the reason that the further investigation contemplated is restricted to the Civil Service Commission, thereby excluding the Congress from participation through an agency of its own in such supplementary investigation. The full recommendation

of the Committee of the Chamber of Commerce (Page 16, of its Report) contemplates such participation by an agency of Congress as an alternative, but that alternative is omitted from the Proposition as presented for ballot.

IV

The reclassification should be installed by the Civil Service Commission and the Budget Bureau and current correction made by Congress aided by these agencies.

"We recommend that the votes of The Merchants' Association be cast in favor of Proposition IV.

V

Promotion should be given statutory recognition as the preferred method for filling vacancies, with lines of promotion clearly defined and promotions made upon the basis of proved merit under civil service regulations.

"We recommend that Proposition V in the form stated be opposed for the reason that the words 'with lines of promotion clearly defined' would tend to procedure so rigid as to preclude special advancement for special merit, and thus tend to eliminate special incentive. We should recommend approval of Proposition V if the words to which we object were omitted.

VI

All administrative officers not responsible for determining policies should be included under civil service rules.

"We recommend that the votes of The Merchants' Association be cast in favor of Proposition VI.

VII

Transfers between departments should be regulated by executive orders consistent with the civil service law.

"We recommend that the votes of The Merchants' Association be cast in favor of Proposition VII.

VIII

Efficiency records should be developed by the Civil Service Commission.

"We recommend that Proposition VIII be opposed, for the following reasons condensed from Page 27 of the Committee's Report:

"Efficiency records are in a wholly experimental stage. They have been tried for the civil service of different cities, nowhere with complete success.

*** Beyond situations in which there can be a mechanical measure, such as counting units produced, the efficiency of an employee is largely a matter of expert judgment on the part of a trained observer. The officials in charge of employees should be such observers. Any records can at best be only aids to them in making their decisions.

*** The existing agency of the government, known as the Bureau of Efficiency, has for almost ten years had the task of devising efficiency records. Five years ago it announced its system, but the application of this system has not proved generally feasible. ***

"In any event, efficiency records should not be given too much weight for some of the purposes named by the Committee. By way of illustration, they should at most be only a partial basis for promotion. For determining promotions the method of competitive examination should be used. If efficiency records are to be attempted they should be developed and introduced gradually. The development of records, even for a single class of employees, requires a great deal of study. After a system has been adopted for a class of employees it is subject to constant change. The development and maintenance of a system for the entire federal service would occupy the entire time of a large staff, and require annual appropriations in a considerable amount."

IX

Removal of an employee should be possible upon a written statement of reasons to the employee with opportunity for written reply, but without right of appeal above the head of the department.

"We recommend that the votes of The Merchants' Association be cast in favor of Proposition IX."

—o—

PRESIDENT MORGAN A MEMBER

The Hudson River Bridge and Terminal Association has been incorporated with offices at 7 Dey Street. Mr. William Fellowes Morgan, President of The Merchants' Association, is a member of the Organization Committee.

FORTY WEEKS WORK AND ONE WEEK OFF

**Needle Trade in Cleveland Has
Worked Out a Plan to
Avoid Idleness**

BY SCIENTIFIC MANAGEMENT

The Merchants' Association was represented by Mr. Martin Dodge, Manager of the Industrial Bureau, at the recent Spring meeting of the Taylor Society, held at the Hotel Statler, Cleveland, Ohio.

Matters of Interest

Matters of particular interest on the program of the Society were papers and discussions in reference to: The value of an index number of physical production to administrator and manager, performance ratings and bonuses for salaried employees, unemployment scores, and joint action of employees and management in the Cleveland garment trade.

The last named subject was of unusual interest in that it dealt with the recent agreement between thirty-five Cleveland manufacturers of ladies' garments and their seven thousand employees in reference to the establishing of standards, tasks, rates and continuity of employment. The agreement provides that the employees shall be given forty weeks' work per year, plus one week's vacation with pay; or in case work is not available throughout the stipulated period, the employees shall be compensated on the basis of a certain percentage of their previous earnings. To establish a fund to meet such a contingency, each of the thirty-five employers deposits every week with the "Impartial Chairman" $7\frac{1}{2}$ per cent of the amount of his payroll for that week. The stipulations of the agreement, however, are such as to encourage the employer to supply work for the forty-week period, and it is not expected that a large percentage of the money deposited will need to be used.

An Advanced Step

This machinery for the regulation of employment and other matters of industrial relations in the Cleveland garment industry represents the most advanced step which has yet been taken by any seasonal industry to secure continuity of employment.

One entire day of the session of the

Taylor Society was devoted to an intensive study of the Clothcraft Shops of Joseph and Feiss Company, noted as one of the leading examples of a scientific management plant in this country. The Joseph and Feiss Company has been engaged in the manufacture of men's clothing for seventy-five years and during this entire period has never been compelled to drop men from their payroll on account of business depression or seasonal fluctuations. The Company now occupies a splendid new plant with complete modern equipment. In a single room nearly four acres in extent more than a thousand workers are engaged in turning out in continuous flow nearly 1,500 men's suits each day.

INFORMATION BUREAU

Postmaster General Issues Notice Regarding the Establishment of a New Bureau

Postmaster General Will H. Hayes has issued the following public statement:

"It is the wish of the President that visitors to the seat of Government shall have every opportunity to get full information concerning all governmental departments. It is especially his desire that all those who come to Washington to transact business with any department or bureau of the Government may quickly be advised as to the exact location and means of reaching the particular department or bureau in which may be centered the business which they desire to transact.

"For this purpose there has been established a Bureau of Information on the ground floor of the Post Office Department Building, located on Pennsylvania Avenue at Twelfth Street, which is in charge of competent people who will definitely answer queries of this character.

"The public is advised of this arrangement and invited to make use of the facility."

NEW IMMIGRATION LAW

President Harding made the new Immigration bill a law, on May 19, and it will take effect fifteen days from that date, remaining in effect until July 1, 1922. It provides that the number of aliens admitted into the United States shall not exceed 3 per cent of the nationals of each country who were here in 1910.

CONVENTIONS FOR THIS CITY IN JUNE

**Important Events Are Scheduled
for New York During the
Month of Roses**

FORESTRY ASSOCIATION JUNE 2

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of June:

- American Jersey Cattle Club—June 1.
- New York State Forestry Association—June 2.
- American Engineering Standards Committee—June 2.
- National Automobile Chamber of Commerce—June 2.
- American Pulp and Paper Mill Superintendents' Association—June 3-5.
- Society of American Magicians—June 3-4.
- New York State Pedic Society—June 6-7.
- United Ancient Order of Druids, New York State—June 7.
- New York State Association of Stationary Engineers—June 9-11.
- Edison Dealers—June 9-10.
- American Flag Association—June 14.
- Music Publishers' Association of the United States—June 14.
- National Tuberculosis Association—June 14-17.
- Southern Life and Trust Company Agents—June 14-17.
- Manufacturing Chemists' Association of the United States—June 15.
- Periodical Publishers' Association of America—June 15.
- National Lime Association—June 15-17.
- National Association of Chewing Gum Manufacturers and Allied Trades—June 17.
- National Association of Waste Material Dealers—June 22-23.
- General Assembly of Spiritualists—June 23-26.
- American Sweet Pea Society—June 25-26.
- American Optometric Association—June 26.
- National Wholesale Men's Furnishings Association—June 30.
- New York Electrical Society—June.
- National Music Managers' Association of the United States—June.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

IMMIGRATION REPORT SENT TO GOVERNMENT OFFICIALS

President Harding, the Members of His Cabinet and Members of the Senate and House in Charge of Legislation Are Asked to Consider Findings

The attention of President Harding has been called by Mr. William Felowes Morgan, President of The Merchants' Association, to the report and recommendations made by The Merchants' Association's Committee on Immigration and Naturalization regarding conditions on Ellis Island. This report has been approved by the Directors of The Merchants' Association.

Letter to President Harding

Mr. Morgan's letter to President Harding with regard to the matter reads as follows:

"A careful study made by the Committee on Immigration and Naturalization of The Merchants' Association of New York regarding the administration of the immigration service at this Port has revealed the need of prompt and constructive action looking to the improvement of conditions. Specific recommendations concerning such action are included in the enclosed summary of the Committee's report.

"The Merchants' Association desires especially to call your attention to the final recommendation of the Committee proposing that, in so far as possible, immigration matters be centralized in a National Immigration Commission organized along the same general lines as the Federal Reserve Board and the Interstate Commerce Commission.

"The problem of immigration is of such vital importance to the life of this Nation that The Merchants' Association earnestly requests you to give this matter your most careful consideration."

A similar letter has been sent to each of the members of the Cabinet, the Surgeon General, the Commissioner of Immigration, and the members of the Congressional Committees interested.

To Secretary Mellon

In connection with the report the following letter was sent to Secretary of the Treasury Andrew W. Mellon:

"The Merchants' Association of New York, through its Committee on Immigration and Naturalization, has recently made a careful study of the administration of the quarantine immigration service at the Port of New York. A summary statement of the findings of the investigation is enclosed.

"The Merchants' Association desires especially to call your attention, first, to the need of providing every European port with adequate detention, delousing and disinfecting plants such as are now operated at Rotterdam, Hamburg and a few other foreign ports. This might be accomplished by insisting that steamship companies install and operate these facilities as a condition of their landing immigrants in this country.

"Secondly, this Association is convinced that the quarantine station at the Port of New York should be enlarged and that the quarantine regulations should be so amended that no vermin-infested passengers could be admitted into this country.

"Finally The Association is strongly of the opinion that a larger medical staff is needed at Ellis Island to permit a more careful medical examination of all applicants for admission. The need for a larger medical staff is particularly important on account of the lower physical character of the aliens now traveling as steerage passengers and also because of the desirability of examining all second cabin aliens at Ellis Island rather than on shipboard.

"In view of the vital importance of these matters to the welfare of this Nation, The Merchants' Association earnestly requests that you give these recommendations your most careful consideration."

To the Officials in Charge

The following letter was sent to the Hon. William W. Husband, Commissioner General of Immigration and the Hon. Hugh S. Cumming, Surgeon General of the United States:

"The Merchants' Association of New York through its Committee on Immigration and Naturalization has recently completed a careful study of present conditions at Ellis Island. A representative of this Association spent several weeks on the Island observing at first hand the operation of the immigration Service at the Port of New York. A summary statement of the findings of the investigation is enclosed.

"The Merchants' Association desires to draw your attention to the constructive suggestions of the Committee looking toward the improvement of the Im-

migration Service at this Port. All of these recommendations deal more or less directly with the work of your department.

"It was obviously impossible to include in the limited scope of this report all of the evidence upon which the recommendations have been based but this Association will be glad to take up in greater detail all of the statements and recommendations made in the report and to give you access to the supporting evidence upon which they have been based."

MARINE INSURANCE

This Association Is Sending an Inquiry to Develop the Views of Its Members

The Merchants' Association, through its Committee on Marine Insurance, has sent a questionnaire to all members of The Association who are buyers of marine insurance, as well as to banks, in order to obtain the sentiment of these members with respect to the future development of marine insurance in the United States.

The Association is keeping in touch with other commercial organizations interested in cooperating with marine insurance companies in an effort to perfect some measure which will reduce the amount of ocean pilfering.

JAPAN'S COTTON CONSUMPTION

Returns issued by the Cotton Spinners' Union of Japan, quoted in the "Yokohama Chamber of Commerce Journal," show that the foreign raw cotton used by the members of the union during the second half of 1920 amounted to 900,999 bales, a decrease of 153,060 bales as compared with the first half of 1920. This was due to the curtailment of working hours by the various companies during the latter half of the year as a result of the economic depression. Imports of Indian cotton into Japan during the second half of the year totaled 585,015 bales; American cotton, 273,242 bales; and Chinese cotton, 16,054 bales.

MEMBERSHIP RANKS RECEIVE ACCESSION

**Directors Pass Favorably Upon
Applications for Admission to
The Merchants' Association**

LAWYERS PROMINENT IN LIST

The following individuals, firms and corporations were elected to membership in The Merchants' Association by the Board of Directors last Thursday:

Blackman, Pratt and Koehler, Mr. E. L. Blackman, 61 Broadway—Lawyers.

Campbell, Harding and Pratt, Mr. Edward Harding, 43 Exchange Place—Lawyers.

Curtis, Mallet-Prevost and Colt, Mr. Frederic K. Seward, 30 Broad Street—Lawyers.

Gibbs-Brower Company, Mr. Ogden Brower, 261 Broadway—Machinery Agents.

Hanlon and DeLacy, Mr. D. E. Hanlon, 233 Broadway—Lawyers.

Homs, Mr. Pablo, 44 Whitehall Street—Export Adviser.

Kevelson and Son, Mr. Sidney N. Kevelson, 14 East Thirty-second Street—Girls' Dresses.

Listerated Gum Corporation, Mr. Charles E. Atkinson, President, 39 Park Place—Manufacturers of Listerated Chewing Gum.

Marston, Mr. Hunter S., 24 Broad Street—Banker.

Masten and Nichols, Mr. Albert G. Milbank, 49 Wall Street—Lawyers.

Morse, Mr. Waldo G., 37 Wall Street—Lawyer.

Newport Optical Manufacturing Company, Mr. Morris Klein, 24 Boerum Street, Brooklyn—Manufacturers of Optical Goods.

Rabenold and Scribner, Mr. Ellwood M. Rabenold, 61 Broadway—Lawyers.

Reynolds, Richards and McCutcheon, Mr. Oliver C. Reynolds, 68 William Street—Lawyers.

Ross, Sylvester Company, Mr. Fred-eric J. Cannon, Sixty-eighth Street and Third Avenue, Brooklyn—Retail Lumber.

S. and H. Infant Wear Company, Incorporated, Mr. D. R. Szakvary, President, 116 West Fourteenth Street—Manufacturers of Infants' and Children's Wear.

Sachs Brothers and Jalkut, Mr. J. D. Sachs, 40 West Twentieth Street—Children's Wear.

Stanley Insulating Company, Mr. Sheldon S. Yates, President, 200 Fifth

For Disarmament

The Merchants' Association has given its support to the movement for a "Naval Holiday" by adopting unanimously the following resolution:

"Resolved: That The Merchants' Association of New York, through its Board of Directors, recommends that the United States Government seek to obtain such international agreement as would justify it in cooperation with other nations to limit the expenditure for naval construction for a term of years to be fixed in such agreement."

This action was taken at the last meeting of the Board of Directors and immediately after the unanimous adoption by the Senate of an amendment to the Appropriation Bill providing for an international disarmament conference.

Avenue—Manufacturers of Steel Vacuum Bottles and Containers.

Steuer, Mr. Max D., 42 Broadway—Lawyer.

Van Vorst, Marshall and Smith, Mr. Ferdinand S. Crosley, 25 Broad Street—Lawyers.

White and Case, Mr. Roberts Walker, 14 Wall Street—Lawyers.

NO FEE IS CHARGED

Shabby Woman in Black, However, is Seeking Money for Mythical Y. W. C. A. Fees

Several business men have been asking the Young Women's Christian Association whether it is true that the Association is charging a fee for registration for employment. The Secretary of the Association has replied to this inquiry that it does not charge a fee for employment registrations of any kind.

Inquiry developed the fact that a woman is asking business men for small sums, ranging from less than one dollar to \$2.20 upon the ground that she needed it to pay a registration fee exacted by the Young Women's Christian Association.

The woman is described as being shabbily dressed in black and having red, watery eyes. The Young Women's Christian Association is anxious to have her arrested and prosecuted for obtaining money under false pretences.

THIRD "FOGARTY" BITES THE DUST

**It Appears That the Name of the
Illustrious Voice Is Still
Potent for Collecting**

THREE PETERS AWAIT TRIAL

**Prepared by the Bureau of Advice and
Information of the Charity Organ-
ization Society**

Another Senator Peter Justus Fogarty has bitten the dust—or at least savored it—in the First Magistrate's Court. This particular Senator was arrested last week through the efforts of Detectives E. J. Kalbfleisch and P. J. Fleming in the office of a prominent Broad Street banking firm where he had called to obtain a check solicited by telephone, for the "charitable work of the First Ward National Democratic Club."

Had Contributed for Ten Years

It is interesting to note that this firm, substantial and conservative, had been regularly contributing to this "cause" for some ten years. Only recently, through the publicity given the matter by The Merchants' Association, has it realized how it has been victimized. When this year's donation was sought the firm notified the police and an arrest resulted.

He is a slender youth, the latest Peter Justus, with a shrewd sharp face, dressed in the way sometimes described as "natty." Under pressure he admitted that his real name was Kenneth Shaw, that he was also known as Fred Mills and occasionally answered to simple Smith. He denied that he had a principal and claims that he himself did the whole job of telephoning and collecting.

He Makes Three

When arraigned in the Magistrate's Court the prisoner, on the advice of his counsel, waived examination and was held in \$3,000 bail for the Grand Jury. Alderman B. E. Donnelly of the First Ward was present in court prepared to appear as a witness to establish the fact that no such organization exists as the First Ward National Democratic Club and to aid the police in any possible way in ridding his district of this persistent fraud.

This is the third Peter Justus Fogarty arrest within the past several months. Both the other defendants were held by the Grand Jury but neither has yet been brought to trial.

JUN 13 1921

"To Foster the Trade and Welfare of New York"

UNIV. OF MICH.

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, JUNE 6, 1921

No. 23

The International Chamber to Meet in London

The Merchants' Association Will Be Represented by Ten Delegates in the First Annual Meeting of the Greatest Commercial Organization on June 27—Arrangements Made for Group Meetings and Discussions Cover Wide Range of Subjects Important in Commerce

The first annual meeting of the International Chamber of Commerce will be held in London during the week beginning June 27, at Central Hall, Westminster.

To Represent This Association

The Merchants' Association will be represented at the meeting by ten delegates, as follows:

Mr. E. J. Cornish, President of the National Lead Company.

Mr. W. W. Hawkins, President of the United Press Association.

Mr. Ivy L. Lee.

Mr. Henry W. Lowe, of Johnson and Higgins.

Mr. Alfred E. Marling, President of Horace S. Ely and Company, and a Director of The Merchants' Association of New York.

Mr. S. C. Mead, Secretary of The Merchants' Association of New York and member of the American Committee of the American Section of the International Chamber of Commerce.

Mr. Mercer P. Moseley, Vice-President of the American Exchange National Bank.

Major George H. Richards, Vice-President and Director of Foreign Sales, the Dalton Adding Machine Company.

General Charles H. Sherrill.

Mr. C. C. Stutz, Secretary of the American Institute of Weights and Measures.

The following official statement em-

bodies the arrangements already made by the General Secretary and approved by the Board of Directors at their meeting on March 21, 1921.

1. After having perused the questions raised by the various National Committees, the Board of Directors left to each Group Chairman in conjunction with the General Secretary the work of settling definitely the details of the programme for each Group. Three of the Group Chairmen have already framed a scheme, which is now being submitted to Members of Group Committees, and as soon as the Group programmes have been determined, further information will be similarly circulated.

2. In order to facilitate discussion and arrive more quickly at decisions, it has been determined to divide the Congress into five Groups and to place each Group under the supervision of a Committee consisting of a Chairman and a Secretary, appointed by one of the National Committees, and one representative and alternate member from every other National Committee affiliated to the International Chamber. The Congress will thus be divided into;

I. General Meeting.

II. Five Group Meetings, i. e. :

Subject	Chairman
a. Finance.	Walter Leaf (Great Britain)
b. Production.	Eugene Schneider (France)
c. Distribution.	Marco Cassin (Italy)
d. Transportation and Communications.	Walker D. Hines (United States)
e. Devastated Regions.	Lucien Beckers (Belgium)

III. Committee on Resolutions, consisting of two representatives, having equal standing, appointed by each National Committee, each country having however only one vote.

IV. Committee on Organization and Operations of the Chamber, consisting of a representative and alternate member from each National Committee.

3. The General Meeting will hold three sittings, on the afternoon of Monday, June 27, and the morning and afternoon of Friday, July 1. The following shows the tentative scheme for each of the three sittings.

I First Session

2.30 p. m. June 27, 1921.

a. Mr. A. J. Hobson, as Chairman of the Congress, will introduce—

b. A prominent British public official, who will make an opening speech of welcome to which brief replies will be made by a leading delegate of each of the other countries.

c. Speech by the President of the International Chamber formally presenting Reviews and Statements (vide Note below) which will not be read at the Meeting.

d. Introduction of Resolution referring to the Committee on Organization and Operations of the Chamber certain proposals for amending the Constitution.

II Second Session

Morning of July 1, 1921

Consideration of Resolutions dealt

INTERNATIONAL CHAMBER WILL MEET IN LONDON

with by Finance and Distribution Groups, submitted by the Committee on Resolutions.

III Third Session

Afternoon of July 1, 1921

- Consideration of Resolutions from other Groups submitted by the Committee on Resolutions.
- Consideration of Resolutions submitted by the Committee on Organization and Operations through the Committee on Resolutions.
- Brief concluding speeches.
- Adjournment of the Congress.

(NOTE.—The Reviews and Statements referred to above will be prepared by National Committees, printed in separate booklets and circulated to delegates before the first Session of the General Meeting.)

Reports of Committees

4. The proceedings of the several Groups will be guided during the course of the Congress by Group Committees designated as already mentioned. The reports of the twelve Select Committees created by the International Chamber (viz., Foreign Banks, Banking Facilities, Duplicate Taxation, Foreign Exchange, Foreign Credit Interchange Bureau, Raw Materials, Construction, Industry, Standardization, Commercial Arbitration, Trade Terms, Port Facilities and Calendar Reform) will be considered by the appropriate Group before coming before the General Meeting.

5. The Committee on Resolutions will be responsible for drafting resolutions for submission to the General Meeting, in accordance with Rule 3 of the "Rules adopted at the Organization Meeting for General Meetings" (vide page 21, "Constitution and Rules"), and will determine as to the precedence of such resolutions.

Other Business

6. The Committee on Organization and Operations of the Chamber will consider proposals for the amendment of the Constitution and other questions relating to the internal working of the Chamber. It will forward its recommendations to the Committee on Resolutions for submission to the General Meeting.

7. For the convenience of delegates, the British National Committee have appointed Messrs. Thomas Cook and Son agents for the Congress regarding the general arrangements for transportation of delegates to London and for their accommodation while attending the Con-

gress, but each National Committee is, of course, entirely free to make its own arrangements.

8. An interpreter will attend each Group Meeting as well as the General Meeting, and a resumé will be prepared, directly after every Session of each Group, for the information of delegates by the Group Secretary in conjunction with the interpreter in attendance.

CASH DISCOUNTS BY WHOLESALERS

Industrial Bureau Shows What
the Retailer Gets in Various
Lines of Industry

TEN DAYS, 1 TO 3 PER CENT

A table showing the cash discounts allowed by wholesalers to retailers in various lines of industry in this City has been prepared by the Industrial Bureau of The Merchants' Association.

Table of Discounts

This table, which was compiled by the Bureau from original data, is as follows:

Dry goods	2	%—10 days
Floor coverings	2	%—10 days
Drugs	1	%—10 days
	30	days net
Druggists' sundries	2	%—10 days
Bakery products	1	%—10 days
Tees	3	%—10 days
Coffees and spices	1	or 2%—10 days
Bakers' supplies	1	%—30 days
Groceries (general)	1	%—10 days
	30	days net
Canned goods	1½	%—10 days
Soaps	2	%—10 days
Shoes	1	or 2%—10 days
	30	days net
Boxes (wooden)	1	or 2%—10 days
	30	days net
Optical goods	6	%—10 days
(On Pacific Coast)	2	%—10 days
Saddlery	2	%—10 days
	30	days net

The Prevailing Rates

In commenting upon the table, the Bureau says:

"It is evident from the above list of cash discounts allowed by wholesalers to retailers in fifteen lines of industry that as a general rule the discount varies from 1 to 2 per cent—10 days. In four lines the discount allowed is 1 per cent—10 days (in one case 30 days), in five lines it is 2 per cent—10 days, in three lines it is 1 or 2 per cent—10 days, and in one line it is 1½ per cent—10 days.

In only two cases is the discount allowed more than 2 per cent. In one of these cases it is 3 and the other 6 per cent."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

SUPPLEMENTARY MAIL SERVICE

Last Minute Letters Will Be Accepted on Piers Up to Ten Minutes Before Sailing

URGED BY THIS ASSOCIATION

The supplementary mail service on the piers in New York City which was suspended during the war and the resumption of which was strongly urged by The Merchants' Association, was reinstated on June 1.

Of Advantage in Foreign Mail

This service, which is of much advantage to the prompt dispatch and reception of foreign mails, has not been in operation since April, 1917.

Supplementary mail will now be accepted on the piers of outgoing mail steamers of the American, Red Star, White Star, Cunard, French, United States Mail, Norwegian-American, Scandinavian-American, Swedish-American, Holland-American, New York and Cuba Mail, United Fruit, Lamport and Holt, Panama, Red "D," New York and Porto Rico, Munson, Grace, Royal Mail, Pacific Steam Navigation, Clyde (Santo Domingo) and Quebec Lines, sailing between 9:00 a. m. and 5:00 p. m. The pier supplementary post office will be open to the public one and one-half hours before the scheduled sailing time of the steamer and will close 10 minutes before the scheduled sailing time.

Mail Must Be Prepaid

The articles handed in at a pier supplementary mail post office must be fully prepaid at double the usual postage rate and a separate window is provided for the sale of postage stamps. The steamers for which supplementary mail is accepted on the pier at time of sailing will be shown in the schedule of "Foreign Mail Despatches" by means of a dagger (†) following the entry in the "Supplementary" column.

KINGSTON AS A FREE PORT

Governor of Jamaica has proposed to the Legislative Council that Kingston be made a free port of call for three years to Australian and New Zealand steamships ordinarily passing through the Panama Canal from and to Europe and the Eastern coast of the United States, making it possible for these ships to unload some of their cargo at Jamaica for redistribution.

School for Commercial Organization Secretaries

First Institution of Its Kind Will Open in Northwestern University this Summer for Instruction in the Theory and Practice of Commercial Organization—Mr. S. C. Mead, Secretary of The Merchants' Association, Will Lecture

By Mr. JOHN H. FAHEY

Former President of the Chamber of Commerce of the United States.

One of the most interesting and encouraging developments of the past dozen or fifteen years has been the local Chamber of Commerce, not only in the larger cities, but in the smaller, progressive communities which have to realize that by well directed and united effort they can secure for themselves advantages that otherwise would not come within the lives of the present generation.

Importance of the Executive

As business men we realize that such organizations, if they are to be of continuous usefulness, if their achievements are to be more than beneficial, must have an executive who can not only devote all his time to them, but whose interest will be so constant and so keen that he will constantly seek to learn from every available source how his organization and he himself may become more effective.

The business men of America are fortunate in that the opportunity for services which they have created through their chambers of commerce has attracted men of the right type, energetic, ambitious, public spirited.

The Commercial Secretary

But having done so much it behooves us to do more if our work is to produce to the full. The profession of commercial secretary is still a young profession. Much valuable experience has been gained, but this experience is still widely scattered, one chamber has learned certain things, another others. We know how long it takes for each to learn the whole lesson of a business individually, how greatly we can profit by each others' experience. In the same way the members of this new kind of business, which concerns and profits us all can benefit from a natural exchange.

We are learning that there are certain things we can learn from specialists and apply them profitably to our own business. The secretaries, too, have learned this.

A School for Secretaries

It is with some of these thoughts in mind that the Directors of the National

Chamber have given careful consideration, in cooperation with the officers of the National Association of Commercial Organization Secretaries, to the organization of a School for Secretaries, at Northwestern University.

MR. S. C. MEAD



Secretary of The Merchants' Association
Who Will Lecture at the New Summer School for Secretaries

The business of conducting a commercial organization has begun to grow, and to assume the form of a real job. The opportunities for the exchange of information as a result of meetings of the secretaries, and as a result of annual gatherings, have been extremely interesting; but every year new and ambitious young men are being brought into this profession who are eager to learn all they can and to serve their communities to the very highest point. We establish this school for the purpose of teaching them the fundamentals of their profession, and likewise of affording an opportunity to secretaries already of ripe experience of coming together and exchanging the results of their efforts. The opening of this school and the work proposed during the coming

two or three weeks this summer is something which should attract the thoughtful attention of each organization.

Need for Efficiency

We are convinced as a result of the consideration of the problem that the small amount involved in the expense of maintaining this school and giving the secretaries opportunity to secure all the advantages it affords are nothing as compared with the losses and wastes which go on in our organizations, even the best of them. If a secretary has the get-up-and-go, and the enthusiasm to desire to go out and acquire further knowledge and intelligence he should be helped to the full extent of the power of the organizations.

Our commercial organizations, if they are really to reflect business intelligence and experience of this country, should be examples of the very best methods in business and of the highest efficiency in business. If we are ever, through our organizations, to enlist the support of the best men of our communities, then indeed the organizations should be an example of the very best that can be done in thorough-going work.

FOR "PORT AUTHORITY"

Resolution Introduced by Senator Edge and Mr. Ansorge Authorizing Its Establishment

Under the terms of a joint resolution introduced by Senator Walter E. Edge, of New Jersey, and Representative Martin C. Ansorge, of New York, the consent of Congress is granted to the States of New York and New Jersey to enter into agreement for the establishment of "the Port of New York Authority" for the comprehensive development of the Port of New York. It is expected that this resolution will be favorably acted upon by both houses of Congress at an early date.

NEW PAPER IN MIDDLETOWN

The Chamber of Commerce of Middletown, Ohio, has begun the publication of an illustrated monthly bulletin. It is in magazine form and is filled with material of interest to the business men of Middletown.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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A MEETING OF IMPORTANCE TO INTERNATIONAL PEACE AND TRADE EXPANSION

The first annual meeting of the International Chamber of Commerce, which will be held in the City of London, this month, will be an occasion fraught with importance to the cause of international peace and the maintenance of harmonious relations throughout the world.

The Merchants' Association will be represented at the meeting by ten delegates, its full quota.

Since the organization of the International Chamber in which this Association, through its delegates, took a leading part a year ago, the International Chamber has made long strides. In each country it has extended and perfected its organization, and the interest taken in its proceedings reflects the general expectation of the part that it is to play.

It is difficult to overestimate the importance of the meeting in London. It will discuss the problems of finance, industry and commerce with which all countries are dealing.

These problems cannot be solved unless the nations have an opportunity to exchange views and to reach a conclusion in which all can concur. The International Chamber offers a means of making the conclusions of business men regarding the solution of these problems available to the various governments of the world through informal cooperation or through advice embodied in resolutions adopted by the Chamber.

A COMPREHENSIVE DISCUSSION OF THE DEVELOPMENT OF THE PORT OF NEW YORK

Plans for the development of the Port of New York, the increase of its facilities and a consequent lowering of costs were discussed at the recent meeting of the Members' Council of The Merchants' Association. The addresses made by the Chairman of the new Port Authority, which represents the States of New York and New Jersey in dealing with the Port, in which these States have a mutual interest, and the repre-

sentatives of bridge, tunnel and terminal projects, presented the situation fully and described in a general way the plans which each of them represents.

The interests of the Port of New York have been too long neglected and ignored. Not only is the well-being of the City of New York and of the Metropolitan District which surrounds the Port dependent upon it, but their very existence is conditioned upon the service which the Port performs.

The communities around the Harbor have grown up because the Harbor was there. They are accustomed to it. They have never yet found it lacking and they have too readily assumed that it would always prove adequate without the expenditure of time, thought and money for its equipment and improvement. Experience has shown, however, that this is an erroneous notion. Not only must the present channels of the Harbor be kept open, but new channels must be constructed in order that full use may be made of the City's unrivaled water front. New docks and wharves must be constructed, new terminals must be built, new lines of communication must be created to link these terminals together and to join it to the great land transportation systems.

Neglect of comprehensive treatment of the Port is forcing commerce to seek needed facilities elsewhere. Although the Port still retains 40 per cent of the total commerce of the country, the injurious results of neglect have already become apparent and must become more and more evident unless judicious steps are taken to meet the demands of trade.

This commercial problem is only one of the problems which are calling for solution. While the rivers and harbor channels which constitute the Port provide unrivaled natural facilities for water transportation, they constitute obstacles to traffic. In part, these obstacles have been overcome by the construction of bridges and tunnels, but much still needs to be done in this direction.

Report Made on Passaic Valley Sewer Decision

Committee on Pollution and Sewerage Reviews Long Fight for New York Harbor and Submits Its Recommendations for Future Action—Operation of the Purification Plant Will Be Watched Constantly and New Jersey Business Men Will Be Asked to Consult

The Merchants' Association has adopted a report submitted by its Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman, authorizing the Committee to endeavor to secure the appointment by the War Department of a competent sanitary engineer to watch the operation of the Passaic Valley sewage disposal works so that any pollution likely to find its way into New York Harbor may be stopped.

The Directors also requested the Committee to get in touch with the commercial organizations in New Jersey with a view of preventing the expenditure of the sum required to extend the sewer into New York Harbor and to bring about the discharge of the purified sewage into Newark Bay.

Report of the Committee on Pollution

This action was taken after a report upon the recent decision of the United States Supreme Court refusing to enjoin the construction of the sewer had been considered by the Board. This report was as follows:

"In view of the recent decision of the Supreme Court of the United States refusing to enjoin the State of New Jersey and the Passaic Valley Sewerage Commissioners from executing their plan for conveying the sewage from the Passaic Valley District to a point in the Upper Bay of New York Harbor at Robbins Reef, near the Statue of Liberty, your Committee on Pollution and Sewerage desires to submit a report reviewing the situation with regard to the Passaic Valley Sewer and making recommendations as to future action in connection therewith.

Fight Begun in 1904

"Our fight against the Passaic Valley Sewer was begun in 1904, when we first took an active part. The opposition to the project had been initiated by the New York State Bay Pollution Commission and continued by the Metropolitan Sewerage Commission. It is not necessary in this report to review the reasons which inspired our protest. The plans provided for pouring into New York Harbor 360,000,000 gallons and

eventually 500,000,000 million gallons of raw sewage daily, thereby not only shoaling the harbor channels but disseminating disease germs which would inevitably endanger the health of the people of New York City.

"At our request Attorney-General Jackson of New York State instituted proceedings in the Supreme Court of the United States, in October, 1908, after we had made provision to hold the State of New York harmless from all liability that might be incurred from the suit.

"New York City, as a subdivision of New York State, could not proceed as plaintiff in the case, but we eventually induced the City to take up the suit and to bear the burden of it.

"We also induced the United States Government to intervene in the case for the purpose of protecting the channels of the bay in the interest of navigation.

Stipulation Deemed Insufficient

"As a result of the intervention suit, a stipulation was entered into by the United States through Attorney-General Wickersham and the Passaic Valley Sewerage Commissioners acting under the authority of a special act of the New Jersey Legislature, whereby it was agreed in May, 1910, that a sewage disposal plant should be constructed on the Newark meadows, and that all the sewage from the trunk sewer should be screened and treated before being allowed to pass on to New York Bay.

"We did not deem this provision sufficient to protect the harbor and the City, and the State therefore continued its fight against the plan, pointing out that if New Jersey believed the stipulation would render the sewage harmless, there was no reason why the outlet of the sewer should not be located in Newark Bay, which is a body of water wholly within the State of New Jersey, rather than in New York Harbor. Upon this point voluminous testimony was taken and printed by New York City in twelve volumes with maps and diagrams at a cost of more than \$20,000. These volumes form an authoritative and constructive discussion of pollution and sewage disposal and general sanitation.

"The court, by the decision just rendered, has held that the stipulation was

sufficient upon its face to protect the waters of the harbor and it dismissed the bill of complaint, but without prejudice to renewal of the application if the result should prove to be unsatisfactory.

Protective Features of Stipulation

"Your Committee keenly regrets this outcome of the proceedings because it believes that, for the reasons which were fully described in the testimony, it would be impossible to enforce the terms of the stipulation. The protective features of the stipulation entered into between the United States and the State of New Jersey are contained in the second article, which reads as follows:

Second: The Passaic Valley Sewerage Commissioners further agree with the United States that in the operation of said sewer system at all times the following results shall be secured, either through compliance with the requirements of the immediately preceding paragraphs, or through requisite lawful additional arrangements, viz.:

- (1) There will be absence in the New York Bay of visible suspended particles coming from the Passaic Valley sewage.
- (2) There will be absence of deposits objectionable to the Secretary of War of the United States in the New York Bay coming from the Passaic Valley sewage.
- (3) There will be absence in the New York Bay and its vicinity of odors due to the putrefaction of organic matters contained in the Passaic Valley sewage thus discharged.
- (4) There will be a practical absence on the surface of New York Bay of any grease or color due to the discharge of the Passaic Valley sewage at the dispersion area or elsewhere.
- (5) There will be no injury to the public health which will be occasioned by the discharge from the said sewer into the Bay of New York in the manner proposed and no public or private nuisance will be created thereby.
- (6) The absence of injurious effect from said sewage discharge, upon the property of the United States situated in the Harbor of New York.
- (7) The absence of reduction in the dissolved oxygen contents of the waters of New York Bay, resulting from the discharge of Passaic Valley sewage, to such an extent as to interfere with major fish life.

Right of Inspection

"The stipulation provides that, so long as the Passaic Valley sewer system or any part thereof is operated, representatives of the United States, designated by the Secretary of War, shall have full opportunity at any time to inspect the condition and working of the sewer system in order to determine whether the contract made by the stipulation is being in all respects performed. It is also provided that all permits requisite under the statutes of the United States for the construction, maintenance or operation of the sewer system must be obtained and made conditional upon

REPORT ON PASSAIC VALLEY SEWER DECISION ADOPTED

compliance at all times, with all the terms and requirements of the stipulation. The Harbor is already polluted by the City of New York and by communities upon the Hudson which discharge their sewage into the river. We have been endeavoring to abate these sources of pollution. Meanwhile, if additional pollution shall come from the Passaic Valley, it will be practically impossible to identify its source and to show that the stipulation has been violated.

Must Not Give Up Fight

"We should not give up the fight to protect the lives of the citizens of this great Metropolitan District. The decision of the Supreme Court provides no relief. Cooperation with our New Jersey neighbors does not seem probable, and the stipulation with the Federal Government for purification of the sewage would seem impossible, as the peculiar and artful wording of the agreement would seem to indicate, which says:

There will be absence in the *New York Bay* and its vicinity of odor due to putrefaction of organic matters contained in the *Passaic Valley* sewage thus discharged.

and again,

There will be a practical absence on the surface of *New York Bay* of any grease or color due to the discharge of the *Passaic Valley* sewage at the dispersion area or elsewhere.

Importance of Inspection

"This places the burden of proof on the official inspector of the Government who must determine if the stipulations are lived up to. The sewage coming from the *Passaic Valley* sewer unfortunately is not tagged, and the sewage in *New York Bay* may be Jersey City, Hoboken or New York sewage, and even if the effluent at the outlet of the *Passaic Valley* disposal works on the Jersey meadows before it entered the flume was 'marked,' its stipulative identity would be lost because the sewage at the final discharge outlet would have functioned as 'New York Bay sewage,' and it would be impossible to ascribe the conditions produced as 'putrefaction of organic matters' or 'grease or color due to the discharge as *Passaic Valley* sewage in *New York Bay*.'

"The health of over ten million people in this Metropolitan District is threatened by the liquid filth that would surround us, and should not have to wait until a great menace confronts us when pestilence and death may kill thousands of our citizens to obtain technical legal evidence.

"Nevertheless, in view of the transcendent importance of the matter to the City of New York, both from the point of view of health and of commerce, we believe that nothing should be left undone to protect the Harbor. In view of the foregoing, we offer the following suggestions:

"1. That your Committee on Pollution and Sewerage be authorized to endeavor to secure the appointment by the War Department of a competent sanitary engineer who shall be required to make frequent inspections, examination and analyses of the Harbor at various typical points and to make a full and complete report of the same, all of which shall be promptly published.

"2. That a taxpayers' suit be brought in New Jersey to restrain the expenditure of the additional amount needed to complete the sewer into New York Harbor on the ground that such expenditure has been rendered unnecessary by the stipulation which guarantees elimination from the sewage of deleterious matter to such an extent that the outflow from the sewer may be located in Newark Bay, thus rendering further extension of the sewer unnecessary."

Asked Committee to Consult

Instead of approving the second suggestion in the report, the Directors decided to ask the Committee to establish contact with the New Jersey State Chamber of Commerce and other commercial organizations in New York City with a view of enlisting their aid in a modification of the plans which would make the construction of the outlet sewer from Newark Bay to New York Harbor unnecessary.

EXPORTS OF 1920

The exports in 1920 from leading chief customs districts of the United States were as follows:

District and rank	Value	Per cent
1. New York	\$3,284,704,993	40
2. New Orleans	712,380,439	9
3. Galveston	649,252,760	8
4. Philadelphia	442,279,788	5
5. Maryland	381,560,802	5
6. Michigan	356,320,310	4
7. Virginia	316,903,817	4
8. Buffalo	237,929,508	3
9. San Francisco	225,828,536	3
10. Georgia	202,014,024	2
11. Washington	192,880,940	2
12. Massachusetts	192,302,178	2

Total of above 12 districts

All other districts ..

Total exports ...

RUMANIAN EXPORTS GROWING

Rumania during 1920 exported agricultural products, petroleum and timber aggregating 1,238,550 tons, compared with 108,879 tons in 1919.

CITY TO CONSIDER PURCHASE OF PARK

Mayor Hylan Will Lay Proposal of This Association Before Board of Estimate

TO PROTECT WATER SUPPLY

The Merchants' Association recently sent a letter to Mayor Hylan, as presiding officer of the Board of Estimate and Apportionment, requesting the Board to make application for the purchase of the Mohansic State Reservation, the sale of which has been authorized by a law passed by the State Legislature.

Mayor's Acknowledgment

The following acknowledgment has been received from the Mayor's Executive Secretary.

"Your communication dated May 17, 1921, requesting that the Board of Estimate and Apportionment make application to the State Board of Estimate and Control for the transfer to the City of title to the Mohansic State Reservation in the Town of Yorktown, has been received. By direction of the Mayor the matter has been forwarded to the Secretary of the Board of Estimate and Apportionment for the attention of the Board."

The request was considered by the Board and referred to the Committee on Finance and Budget and the Commissioner of Water Supply, Gas and Electricity.

New State Board Has Power

The sale of the property is entrusted to the State Board of Estimate and Control, of which Governor Miller is the head. The other members are the State Comptroller and the Chairmen of the Appropriation Committees of the Senate and Assembly.

BROMINE IN 1920

Bromine, which is derived from brines pumped from deep wells in Michigan, Ohio and West Virginia, was produced by eight firms in the United States in 1920. The output, according to the United States Geological Survey, Department of the Interior, was 1,160,584 pounds, valued at \$745,381, a decrease of 37 per cent in quantity and nearly 40 per cent in value from the output in 1919. The quantity produced, however, was greater than in any year before 1918.

CONTINUATION SCHOOLS THROUGHOUT THE UNITED STATES

Industrial Bureau of The Merchants' Association Summarizes Results of a Survey of Instruction for Industrial Workers Above Fourteen Years of Age

Prepared by the Industrial Bureau of
The Merchants' Association

In order to compare the present Continuation School Law in New York State with those in force in other States, the Industrial Bureau of The Merchants' Association has recently made a study of the continuation school laws now in operation in the various States of the Union.

Started in Wisconsin

The continuation school movement in the United States started in Wisconsin as early as 1909, when a project to provide adequate industrial and agricultural training for working boys and girls was developed by Dr. Charles McCarthy and others, as the result of a study of the operation of continuation schools in Europe at that time. In that year the Wisconsin Legislature appointed a committee, of which Dr. McCarthy was a member, to study ways and means of providing instruction for young people who were not able to attend regular day schools. In accordance with the recommendations of this Commission on Industrial and Agricultural Education, the Wisconsin Legislature in 1911 passed the first compulsory part-time continuation school law enacted in this country.

Some of the forward-looking merchants helped in the session of 1909 to secure the resolution authorizing the original investigation and a number of manufacturers assisted in the passage of the 1911 law.

Idea Spread Slowly

At first the continuation school idea did not spread rapidly. During the seven years between 1911 and 1918 Massachusetts and Pennsylvania were the only States which followed Wisconsin's example. In 1919, however, a wave of continuation school legislation passed over the country. In that year no less than seventeen States enacted part-time continuation school laws.

At the present time at least twenty-two States have laws establishing day time continuation schools for certain working boys and girls. These States are: New York, Arizona, California, Illinois, Indiana, Iowa, Massachusetts, Michigan, Missouri, Montana, Nebraska,

Nevada, New Jersey, New Mexico, Oklahoma, Ohio, Oregon, Pennsylvania, Utah, Washington, West Virginia and Wisconsin.

This list does not include Connecticut which has established compulsory evening schools for working children between fourteen and sixteen years of age, nor such States as New Hampshire, Rhode Island and South Dakota, which require that persons between sixteen and twenty-one years, who do not possess a knowledge of English, shall attend evening or day schools until they have completed certain minimum educational requirements.

Variations in State Laws

None of the States requires that children shall go to continuation schools before they are fourteen years of age since all of them compel boys and girls who have not reached this age, regularly to attend day schools. In ten of the twenty-two States having continuation school laws, only young people between the ages of fourteen and sixteen need attend part-time schools. In Wisconsin children below the age of seventeen are required to go, but in the eleven other States the law holds that working children under eighteen must attend. As is the case in New York, however, certain States are enforcing this provision of the law gradually. For example, in Michigan the only children attending such schools this year are those who did not reach the age of sixteen before September 1, 1920. Next year, however, all children under eighteen will be included. The same situation prevails in California.

Hours of Attendance

The number of required hours per week that working boys and girls must attend part-time classes varies from four to eight. In nine States they must go for at least four hours per week, in three States for five and in two for six hours per week. In five States children are compelled to attend for eight hours. In New York State the law sets a maximum of eight hours and a minimum of four. On the other hand, the Oklahoma law does not specify any definite weekly period of attendance.

As to the length of the school year, in thirteen out of the twenty-two States

it is the same as in the public schools. Two States require 150 hours of instruction a year and four others 144. The West Virginia law calls for a twenty week year; the New Jersey for thirty-six weeks and Wisconsin for eight months.

Composition of Classes

The minimum number of minors that is required to establish continuation school classes varies greatly from State to State. Three States, Indiana, Ohio and West Virginia do not specify any definite number. Ten require that there must be at least fifteen gainfully employed children in the district before starting a part-time school, and five others, a minimum of twenty. In California the number must be at least twelve, in Missouri twenty-five, in Michigan fifty and in Massachusetts 200. In many cases the minimum number of minors required to establish continuation schools is limited by a number of qualifying provisions. For example, in New York State part-time schools need only be established in cities of 5,000 or over. These modifying provisions in most of the States will be found in a summary of the State laws on continuation schools published in "School Life" for December 15, 1919.

Schools in Operation

Only ten of the States were able to supply information regarding the number of continuation schools now in actual operation. These States were California, Massachusetts, Michigan, Montana, Nebraska, New Jersey, New York, Pennsylvania, Washington and Wisconsin. Of these, New York has the largest number of schools and Pennsylvania the highest attendance, with an average of 40,000 pupils. Nebraska and Washington have the smallest number of schools, the former having but 150 pupils in attendance.

BAKU PETROLEUM

Petroleum production in the Baku district is reported to have fallen off seriously, owing to the shortage of labor. In December last 1,440,000 barrels were produced, but in February the output was only 960,000 barrels. In normal times 4,320,000 barrels were produced.

PROTECTS SHIPPERS BEFORE COMMITTEE

Traffic Bureau Opposes Erie Plan to Restrict Deliveries of Lumber in New York Harbor

RULE ON EXPORT FREE TIME

A public hearing was given by the Trunk Line Committee on April 22 on the proposal of the Erie Railroad to restrict the movement of lumber for lighterage delivery in New York Harbor to points in Manhattan and Brooklyn where delivery could be made on cars from private sidings, or team tracks, without involving a break-bulk service.

This hearing was attended by representatives of commercial organizations, particularly organizations connected with the lumber trade. The Merchants' Association was represented by Mr. J. C. Lincoln, Manager of its Traffic Bureau.

Mr. Lincoln Opposes Plan

In opposing the restriction of deliveries as proposed by the Erie Railroad, it was pointed out that the facilities of this carrier were totally inadequate to render proper delivery of the important commodity of lumber, and that the lightering of lumber was absolutely essential to the serving of that trade. Mr. Lincoln, speaking for The Merchants' Association, made the following points:

First—That the Erie Railroad Company should show cause for the contemplated change, the shifting of the place for delivery of lumber, and the additional cost which would have to be assumed by the consignee.

Second—That the business of New York was built up under the lighterage system, which had been in effect for many years, and that it represents the only means by which the railroads could serve the shippers of New York.

Third—That the service of performing delivery on the waterfront, by means of lighters, was similar to the service rendered at interior points where delivery was made to industries on private tracks, public team tracks or belt-line railroads, through the medium of switch engines and cars; and

Fourth—That the performance of lighterage service was a part of railroad

transportation, and should not be abandoned, as this service is included in the freight rate, and that a separate charge therefor should not be made for the lighterage service.

The Traffic Bureau has received advice from the Freight Traffic Manager of the Erie Railroad Company that the proposal to discontinue this service has been withdrawn.

Free Time

Shippers Gain Five Days on Freight Intended for Export

A public hearing was held before the Trunk Line Association on March 24, with regard to free time on L. C. L. export freight at the Port of New York. As a result of representations made by The Merchants' Association of New York, and other representatives of shippers at that hearing, the carriers have published in their terminal tariffs a rule substantially providing as follows:

"Freight shipped direct to stations in New York and Brooklyn for export will not be placed in public warehouses until five days after arrival, date of arrival not included. During said period, if delivered to a carter who presents a bona fide vessel permit for exportation of the property, no storage charge will be collected; but, if taken for local delivery after expiration of two days, storage rules and charges as per Agent J. B. Fairbanks' Tariff L. C. C. No. 7, supplements thereto and releases thereof, will apply."

Shippers of L. C. L. export freight consigned direct to stations in New York and Brooklyn will, on and after June 1, be entitled to five days' free time within which to transfer the freight from the railroad to steamship piers.

LETTERS OF CREDIT

This Association Is Represented at a Meeting on Standardization

The Merchants' Association was represented at a recent conference of commercial organizations which was called to consider the desirability of perfecting and standardizing terms used in commercial letters of credit. The three delegates who represented The Association at the conference were:

Mr. C. A. Richards, Vice-President of G. Amsinck and Company, Chairman.

Mr. Joseph F. Eastmond, of Eastmond and Company.

Mr. Marc M. Michael, Treasurer of the Consolidated Steel Corporation.

"TAGGING" LATEST IN STREET BEGGING

Motorists Held Up On Decoration Day by Swarms of Advocates of Various "Causes"

SHOULD NOT BE ENCOURAGED

Prepared by the Bureau of Advice and Information of the Charity Organization Society

Memorial Day brought a new kind of road pest to the motorist. Whether bound for the Long Island beaches or the Westchester woods he found at every main exit from the city a swarm of "taggers" waiting only for the traffic to halt to pounce on their victims.

Variegated Hold-Up

The tags were of every variety, from printed announcements of special "drives" to home made affairs hastily devised over night to catch thoughtless pennies. At the traffic officers' whistle the taggers, women and young girls, rushed out from the curb, chaffing with the motorists and exhorting them to help the worthy whatever it was. Anyone responding to all the demands would have been a flutter from radiator cap to gas tank before he was fairly out of the city.

It is of course impossible to estimate how much money these women collected in the name of charity. Presumably not a very large sum. But of that sum probably less than half went to the "worthy causes," whatever they may have been. Taggers, like mite-box shakers, must live, and an even half of their harvest is usually their wage.

Contributions Are Lost

Tagging, again like mite box shaking, is in disrepute because of the bad company it keeps. It has been so abused, and is so easy to abuse, that it challenges the attention of the charity pirates who quickly adapt it to their own purposes. Motorists who hand out an easy going coin to these persistent taggers are only encouraging a new kind of street begging which even lacks the human appeal made by needy appearances. As a contribution to charity—real charity—they might as well toss the coin in the nearest brook.

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GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JUNE 13, 1921

No. 24

To Attack Pilferage of Ocean Borne Freight

The Merchants' Association Joins Forces With Other Commercial Organizations and With Insurance Companies to Stamp Out the Epidemic of Theft—Membership Corporation Will Report Losses From Pilferage and Will Apply Remedies to Stop Them

The Merchants' Association has decided to join with other commercial organizations and marine insurance companies in the formation of a membership corporation, the object of which is to prevent pilferage of ocean freight.

The loss to shippers from this source amounts to many millions of dollars annually. Insurance rates against pilferage have risen repeatedly until they have now reached an almost prohibitive level.

The Merchants' Association has devoted much attention to measures for putting a stop to these thefts and it took a leading part in framing the Prospectus and Membership Agreement for the "Trade Protective Association, Incorporated," which is to be the name of the new organization.

Mr. Henry B. Twombly, of Putney, Twombly and Putney, lawyers, 2 Rector Street, will represent The Merchants' Association among the incorporators.

Prospectus and Membership Agreement

This Prospectus and Membership Agreement reads as follows:

"It is proposed to form a Membership Corporation under the Laws of New Jersey for the purpose of investigating theft and pilferage losses and, in general, endeavoring to improve conditions of transportation and bring about reforms which will minimize the number and amount of such losses. The Corporation will cooperate with the public

authorities and also with the various transportation lines and, by centralizing the efforts of various insurance offices and trade bodies, is expected to be in a position to exert a powerful influence for the correction of the prevailing epidemic of theft and pilferage in the transportation of merchandise to and from this port. The title of the Corporation will be 'Trade Protective Association, Inc.' or some similar name.

Members of the Corporation

"Members of the Corporation (other than the original incorporators) will be elected or admitted by vote of the Board of Directors; the members shall consist of a representative from each of the insurance offices subscribing to the support of the Corporation, representatives from each of the trade bodies cooperating with it, and such other persons as the Board of Directors may from time to time admit to membership.

"The Board of Directors of the Corporation will be elected from the members and will consist of, say fifteen (15) members or such larger number as may seem best. In view of this fact that the majority of pilferage and theft cases are covered by insurance in such a manner that the loss ultimately falls on underwriters, it is proposed that a majority of the Board of Directors of the Corporation shall consist of members who are representatives of insurance

offices. The original incorporators shall be nominated by the insurance offices subscribing to the support of the corporation, and by the trade bodies now cooperating with it who shall approve of this plan of organization.

Initial Fund of \$50,000

"The funds for the support of the Corporation are to be subscribed by underwriters in this City, and disbursed under the direction of the Finance Committee, which will be composed of representatives of the various offices contributing the funds. It is proposed to raise an initial fund of not less than \$50,000. Additional funds will be raised from time to time, in such amounts and by such means as may be deemed necessary and advisable. The subscribers hereto assume no obligation to supply any such additional funds excepting by the payment of fees as hereinafter provided.

"The Board of Directors will appoint as General Manager Mr. Albert R. Lee, who will have entire charge of the executive work of the organization and will be furnished with such assistance as may be approved by the Board of Directors. The various subjects comprised within the scope of the Corporation's work will be dealt with by small committees appointed from the members of the Board of Directors and such other persons as the Board of Directors may deem it advisable to appoint from time to time.

WILL MOVE AGAINST OCEAN PILFERAGE

"The various insurance offices subscribing to the Corporation agree to report to the General Manager all theft and pilferage losses in excess of a minimum sum to be agreed upon, and to pay a fee for the investigation and classification of such losses, in consideration of which the office making such report will receive from the Corporation a report of such investigation and classification. In order to render the work of the Corporation effective, it is agreed that the various subscribers will carry out, as far as practicable, the recommendations of the General Manager, and cooperate among themselves to correct abuses by appropriate differentials in rates or such other methods as may be decided upon.

"Where special investigations are desired they will be made by the Corporation and the expense thereof will be charged to the office requesting such investigation. No special investigation will be made, however, and no charge will be made in excess of the regular fee charged in respect of each loss reported, without the consent of the office making such report.

Special Investigations

"It is expected that the regular fees charged for the classification and investigation of losses will be sufficient to meet the current expenses of the Corporation. Where it is deemed advisable to make special investigations or undertake any other special work outside of the ordinary activities of the Corporation, the expense thereof will be paid by the persons requesting such special work or by voluntary subscriptions by the persons or corporations interested in the work to be carried out.

"Among the trade organizations which have agreed to cooperate in this general plan are the following:

"The Merchants' Association of New York,

"The Importers and Exporters' Association,

"The Chamber of Commerce of the State of New York,

"The Tanners' Council,

"The Manufacturers' Export Association,

"The National Association of Manufacturers.

The Membership Agreement

"The undersigned marine underwriters agree to subscribe to the classification and investigation service above outlined and to the initial fund above

mentioned, it being understood that the amount of the fees to be paid for such service and the amount of our respective subscriptions to the initial fund above mentioned, shall be subject to our approval after the Corporation has been organized and the financial plan submitted to us in final form.

"It is further understood that our subscription to this service is to continue for one year, after which we can withdraw at any time on thirty days' notice."

TWO MEMBERS NAMED

Captain Fry and Colonel Molitor, on Commission to Investigate Panama Canal Zone

Two members of The Merchants' Association, Captain Alfred Brooks Fry and Colonel F. A. Molitor, have been appointed members of the Commission to investigate conditions in the Panama Canal Zone with a view of determining what reforms should be recommended to make the Canal Zone more efficient and less expensive. The appointments were made by the Secretary of War.

Captain Fry has been for several years a member of The Merchants' Association's Committee on Inland Waterways and Water Storage while Colonel Molitor was Manager of the Citizens Trucking Corporation, which was formed by The Merchants' Association last summer to move freight from the steamship piers where it had been held up by longshoremen's strike. He is also Chairman of The Association's Committee on City Traffic.

STEAMSHIP MAIL SERVICE

Post Office Department Is Inviting Bids for the Transfer of Ocean Mails

The Post Office Department is inviting bids for the steamboat mail service in New York Bay and Harbor for the transfer of foreign mails from incoming steamships to piers on the New York and New Jersey sides of the North River and between such other points on New York Bay and Harbor, the East River and the North River, as the Department may require.

The Merchants' Association has been urgent in support of this service, which expedites materially the movement of incoming foreign mails.

FOURTEEN MEMBERS ARE ADMITTED

Law Firms Are Again Prominent In the List of Accessions to The Merchants' Association

EXECUTIVE COMMITTEE ACTS

The following individuals, firms and corporations were elected to membership in The Merchants' Association by the Executive Committee last Wednesday:

Blandy, Mooney and Shipman, Mr. Edmund L. Mooney, 38 Pine Street—Lawyers.

Briesen and Schrenk, Mr. Fritz v. Briesen, 50 Church Street—Lawyers.

Erlanger, Mr. A. L., 214 West Forty-second Street—Theatrical.

Ex-Lax Manufacturing Company, Mr. I. Matz, President, 443 Atlantic Avenue, Brooklyn—Manufacturers of Proprietary Medicines.

Gainsburg, Mr. I., 258 Broadway—Lawyers.

Gibson's Restaurant Company, Mr. Rodney Gibson, President, 30 East Forty-second Street—Restaurant.

Horstmann, William H., Company, Mr. George F. Schaefer, President, 222 Fourth Avenue, New York City, Home Office, Fifth and Cherry Streets, Philadelphia—Manufacturers of Yarns, Fancy and Knit Goods and Military Equipment.

Kraemer, John A., Company, Incorporated, Mr. Philip J. Kessler, President, 37 West Third Street—Manufacturers of Art Embroidery and Millinery Trimmings.

Lee, Aron and Wise, Mr. Harold G. Aron, 7 Dey Street—Lawyers.

McKinley and Morris, Mr. Lindsay P. McKinley, 60 Broadway—Investment Bankers.

McKinstry, Taylor and Patterson, Mr. Arthur P. McKinstry, 60 Wall Street—Lawyers.

Miles, Mr. James H., 12 John Street—Diamonds and Realty Investments.

Posner, Mr. Jacob D., Vice-President, Dr. A. Posner Shoes, Incorporated, 140 West Broadway—Manufacturers of Shoes.

Raisbeck Electrotpe Company, Mr. Fred J. Breuning, Treasurer and Manager, 409 Pearl Street—Electrotyping.

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TO TAKE SECOND REFERENDUM ON NATIONAL TAXATION

Questions That Were Left Unsettled by First Referendum Will Be Submitted Again by the Chamber of Commerce of the United States to Its Members

The Merchants' Association, as a member of the Chamber of Commerce of the United States, is asked to vote upon a series of questions relating to taxation which constitute the second referendum taken by the National Chamber on this subject.

First Referendum Inconclusive

A similar referendum was taken last winter but so great was the difference of opinion among the members of the Chamber that it did not result in a decision upon all the questions contained in the referendum.

It did, however, settle the attitude of the Chamber as to treatment of increments to capital income, questions of net and inventory losses, administration, etc. The present referendum is confined to forms of taxation which had prominence at the Chamber's last annual meeting, held at the end of April in Atlantic City.

For Repeal of Excess Profits Tax

The Chamber was committed in the first referendum to a repeal of the excess profits tax. The first section of the present referendum asks a vote on repeal also of war excise taxes.

The second section offers the opportunity to vote on substitute taxes that might be used to replace revenues lost through various repeals and includes combinations of substitutes.

The third section deals with forms of a sales tax and asks those voting for a sales tax to specify which of three types they favor.

Types of Sales Tax

The three types of sales tax mentioned are defined in the statement so that the voter will know what the terms as used mean. The Retail Sales Tax is a tax on retail sales of merchandise and at 1 per cent has been estimated to yield between \$350,000,000 and \$400,000,000 a year. The Turnover Tax is divided into two classes, a tax on all sales of wares, goods and merchandise, and a tax on all transactions. A Turnover Tax on commodities has been estimated to yield at 1 per cent about \$1,100,000,000 a year.

A Turnover Tax on all business transactions has been estimated to yield at 1 per cent, about \$1,575,000,000.

The war excise taxes on businesses, which it is estimated will yield about \$400,000,000, draw their chief revenue from automobiles and accessories, theatres, beverages, jewelry, watches, candy, insurance, wearing apparel, fur, musical instruments, perfumes, sporting goods, motion picture films, etc.

The tax on transportation and communication, estimated to yield \$350,000,000, comes from freight, passenger and express charges; pullman fares, oil by pipe line, messages and leased wires.

The Referendum Ballot

The ballot is as follows:

Section One

(Repeals of Taxes)

"(1) Do you favor repeal of war excise taxes levied in relation to particular businesses (except transportation and communication)?

"(2) Do you favor repeal of war excise taxes on transportation and communication?

Section Two

(Substitute Taxes)

"(1) Repeal of excess profits taxes on corporations, already advocated by the Chamber involves an estimated decrease of government revenue approximating \$450,000,000. If you favor this repeal alone, do you favor replacing this revenue by

"(a) Use of increased income tax on corporations?

or

"(b) Use of sales tax?

"(2) If you have voted in favor of repeal of war excise taxes levied in relation to particular businesses do you favor replacing the revenues of \$850,000,000 (excess profits estimated, \$450,000,000; war excise, \$400,000,000) by

"(a) Use of sales tax in addition to increased income tax on corporations?

or

"(b) Use of a sales tax to bring in the whole amount?

"(3) If you have voted in favor of repeal of war excise taxes on transportation and communication, do you favor replacing the revenues of \$800,000,000 (excess profits estimated, \$450,000,000; transportation and communication tax, \$350,000,000) by

"(a) Use of sales tax in addition to increased income tax on corporations?

or

"(b) Use of a sales tax to bring in the whole amount?

"(4) If you have voted in favor of repeal of war excise taxes levied in relation to particular businesses and also in favor of repeal of war excise taxes on transportation and communication, do you favor replacing the revenues of \$1,200,000,000 (excess profits estimated, \$450,000,000; war excise on businesses, \$400,000,000; war excise on transportation and communication, \$350,000,000) by

"(a) Use of sales tax in addition to increased income tax on corporations?

or

"(b) Use of a sales tax to bring in the whole amount?

Section Three

(Forms of Sales Taxes)

"(1) If you have voted for use of a sales tax do you favor

"(a) Use of a tax on retail sales of merchandise only?

or

"(b) Use of a sales tax on turnovers to bring in the whole amount?

"(2) If you have voted for use of a turnover tax, do you favor using a turnover tax

"(a) On goods, wares and merchandise?

or

"(b) On all turnovers?

CONVENTION CHANGES

The Convention Bureau of The Merchants' Association announces the following additions to the list of June conventions published in the May 30 issue of "Greater New York:"

New York State Master Butchers Association—June 13-14.

National Musical Managers Association (addition of date) June 13.

THE CITY'S GUESTS

New York City receives or sends out a daily average of 413,000 visitors.

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The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.
OWEN D. YOUNG; Vice-President and General Counsel of the General Electric Company.

THE SWING OF THE PENDULUM

During the month of May, '857 new enterprises with an authorized capital of \$100,000 or more, representing altogether a capitalization of \$601,044,000, were launched. During May, 1920, 979 similar concerns were organized, with a capital of \$1,417,613,900.

This decline indicates the swing of the pendulum toward business inactivity. There are many indications that this swing has reached its farthest point and that the pendulum is now on its way back to normal business activity.

THE MOHANSIC STATE PARK

The suggestion made to the City by The Merchants' Association that the City purchase the Mohansic State Park in the town of Yorktown in the Croton watershed has been referred by the Board of Estimate and Apportionment to its Committee on Finance and Budget, and to the Commissioner of Water Supply, Gas and Electricity.

The Mohansic Park was originally created as a reserve to protect the City's water supply from contamination. The City paid for most of it. The State desires to get rid of it in order that it may not be compelled to pay the cost of its upkeep. It will be only fair on the part of the State to transfer the Park to the City at a nominal cost.

MAIL YOUR LETTERS EARLY

Postmaster General Will H. Hayes has issued a public appeal asking for the early mailing of letters and postal cards so as to prevent the congestion of the postal facilities which now occurs in every center of population throughout the country at the close of the day.

Much of the material which goes into the Post Office consists of form letters, books, pamphlets, printed forms, publicity material and other material of secondary importance that could be mailed at any time.

The request of the Postmaster General for the mailing of this material whenever it happens to be ready throughout the day is a reasonable one. Business men will help to improve the

postal service and thereby help themselves by giving heed to the Postmaster General's appeal.

EMPLOYERS AND EMPLOYEES

A widespread demand for the report made by The Merchants' Association's Committee on Industrial Relations and approved by The Association is being manifested. Requests for copies of the report are coming from all over the country.

At a time when controversies between employers and employees over conditions of employment are causing sharp divisions, the fair and temperate tone of The Merchants' Association's findings is exerting a calming and restraining influence.

SUGGESTIVE FIGURES

According to the United States Bureau of Public Roads, fully 4,932,000,000 persons were carried by motor cars during 1920, as compared with 1,234,222,889 paying passengers on the railroads.

More than 1,200,000,000 tons of freight were carried in motor trucks, or nearly half the amount of freight carried on the rail lines.

These figures may explain in a measure the decline in some of the railroad revenues which recently has been attracting attention.

PILFERAGE OF OCEAN FREIGHT

Millions of dollars worth of merchandise consigned to this country or sent abroad in export from this country is stolen every year in transit. These thefts have increased so rapidly during the last five or six years that insurance rates have become almost prohibitive.

The Merchants' Association for several months past has devoted much attention to working out a plan that will prevent these thefts. The result of its efforts is described elsewhere in this number, and the attention of members of The Association is called to it.

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PRESIDENT FILENE ASKS SUPPORT FOR DAYLIGHT SAVING

Head of the Eastern Zone Daylight Saving Association Reviews the Present Situation and Explains Why a Federal Daylight Saving Law Is Needed

By MR. A. LINCOLN FILENE

President of the Eastern Zone Daylight Saving Association

Evidence of the demand for uniform Daylight Saving in the Eastern Time Zone is shown by the rapid spread of the plan by local action.

The twenty-five largest cities in the East with the exception of Baltimore and Washington, will enjoy the extra hour of daylight in 1921.

Philadelphia Joins the Ranks

On June 5, Philadelphia joined the ranks of Daylight Saving cities. Following this leadership, a large number of cities in Pennsylvania and New Jersey are expected to commence the plan on that date. These cities are said to be thoroughly convinced of the benefits of Daylight Saving and have only been deterred from adopting it because of the belief that it was unconstitutional. However, the decision of a State court in Pittsburg in refusing an injunction against the city by the moving picture interests and in declaring the Pittsburg ordinance constitutional, cleared away this obstacle.

Indications are that more people in the Eastern Time Zone will enjoy the benefits of the plan this year than at any time since the National law was repealed. According to a preliminary estimate made by the Chamber's Committee on Daylight Saving, over 55 per cent of the inhabitants of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware and Maryland, have decided to observe Daylight Saving, and it is confidently expected that the next few weeks will witness a big increase in the percentage.

A Remarkable Showing

This showing is remarkable in view of the disadvantages of local action and the strength of the agricultural opposition which at present is at its height. This opposition has been successful in blocking the movement in some States, but the insistent demand of the industrial centers of the East cannot be denied.

The futility of a minority attempting

to force the abandonment of a measure earnestly desired by a majority, is demonstrated by the experience of Connecticut and New York.

Vain Opposition in Connecticut

In Connecticut, a law was passed prohibiting cities and towns to enact Daylight Saving ordinances. The system of representation in that State is not based upon population as in Massachusetts, but upon acreage, so that a town of 3,000 inhabitants has the same number of State legislators as the city of Hartford. As a result, the rural minority has control of the State Legislature.

The prohibitory law aroused a storm of protest from all parts of the State, as the industrial centers were overwhelmingly in favor of Daylight Saving. However, the law failed to forbid the observance of Daylight Saving time by any method other than by municipal ordinance. Such cities as Bridgeport, New London, Hartford, New Haven and Waterbury have adopted Daylight Saving by common consent. Several subsequent attempts in the Legislature to enforce the law—one of which would make it a crime for a watch to show Daylight Saving time—were defeated.

May Bring Reform

One result of the controversy in Connecticut has been to revive the old question of a more equitable method of representation so that the Legislature will be more responsive to the will of the majority.

In New York, the agriculturalists secured the support of the party in power and succeeded in repealing the uniform State law. However, practically 80 per cent of the inhabitants of the State immediately adopted Daylight Saving by local ordinances, and the agriculturalists are confronted with practically the same situation as under a uniform law.

Federal Law Needed

Massachusetts has reason for congratulation that it is far in advance of other states in establishing the benefits of the plan on a uniform basis. It remains for the advocates of Daylight Saving in Massachusetts to bend their energies toward the passage of a Federal law which would remove the present necessity for time adjustment by es-

tablishing uniform Daylight Saving time for the Eastern Time Zone.

I hope that everyone who believes in the value of Daylight Saving as a health and economic benefit to himself, his family and his employees will write immediately to his Congressmen and urge support of the Edge-Ackerman bill. The same spirit which secured the enactment of the Massachusetts State law in 1920 and defended it against repeal in 1921 must be shown in approaching this larger task.

NEW CONVENTIONS

Events Secured for New York City by the Convention Bureau of This Association

During the month of May the Convention Bureau of The Merchants' Association secured the following conventions for New York City:

American Association of Wholesale Hatters	July 1921
American Peat Society	Sept. 1921
National Association of Band Instrument Manufacturers	May 1922
National Musical Merchandise Association of the United States	May 1922
Musical Supply Association of America	May 1922
Organ Builders' Association of America	May 1922
National Piano Travelers' Association	May 1922
National Association of Music Merchants	May 1922
National Piano Manufacturers Association of America	May 1922
Music Industries Chamber of Commerce of the United States of America	May 1922
National Association of Music Roll Mfrs.	May 1922
Loyal Orange Institution of the United States of America, New York State Grand Lodge	May 1922

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REPORT ON 'ELLIS ISLAND WINS OFFICIAL PRAISE

Assistant Secretary of the Treasury Writes at Length Regarding the Findings and Recommendations of the Committee on Immigration and Naturalization

Government officials to whom copies of the report recently made by The Merchants' Association's Committee on Immigration and Naturalization regarding quarantine conditions were sent are expressing appreciation of the study given.

Treasury Department's Reply

The Treasury Department, by Mr. Edward Clifford, Assistant Secretary, writes regarding the report as follows:

"Permit me to acknowledge, with thanks, your letter of May 24, transmitting report of your Association's Committee on Immigration and Naturalization.

"With reference to the Committee's comment on increased facilities at the Quarantine Station, Port of New York, I have to advise you that the Department, appreciating the necessity for additional facilities, took the proper action as soon as the Station was transferred to Government control, on March 1, and transmitted for the consideration of Congress a request for an appropriation for improvements to the Station. Judging from the present legislative outlook, it seems probable that there will be available on July 1 an appropriation of \$500,000 for this project, and while that amount will not secure all the improvements the Department deems necessary, it probably will materially aid in relieving the situation caused by the inadequacy of facilities at Hoffman's Island.

Examination Abroad

"With respect to the appropriate treatment at the European ports of departure of travelers from typhus infected areas destined for ports of the United States, it may be pointed out that the Department has been making most serious effort since March, 1920, to have this accomplished, and it is believed at the present time that this objective has been achieved. Officers of the Public Health Service on duty in American Consulates at the various seaports of Europe have been directed that bills of health shall not be issued to vessels leaving European ports unless passengers have been properly treated for the destruction of vermin. Fully equipped delousing and disinfecting plants are now in operation at Danzig, Copen-

hagen, Rotterdam, Hamburg, Antwerp, Havre, Cherbourg, Naples and Trieste, and satisfactory arrangements have been made for delousing and detention of transmigrants at English ports of departure.

Ellis Island Examinations

"The question of sending second-class passengers to Ellis Island for examination rather than on shipboard is one that would have to be determined by the Immigration Bureau, since the medical officers of the Public Health Service are required to make the examination wherever the Commissioner of Immigration indicates, providing, of course, that conditions are such as to permit of a reasonably satisfactory medical examination. The Surgeon General of the Public Health Service, however, would infinitely prefer that all medical examinations of aliens be performed at Ellis Island.

Exclusion of Vermin

"With respect to amending the quarantine regulations so as to prohibit the admission of vermin-infested passengers, the Department feels that this would hardly be justifiable, especially in view of the fact that in most of the large American cities there is an appreciable percentage of vermin infestation. The report of the New York Board of Health indicates that ten per cent of the school children are louse infested, and the adoption by this Government of any measure that could not be justified from a sanitary standpoint would very likely result in retaliatory measures on the part of foreign governments. At present the United States Quarantine Regulations require that persons from typhus-infected areas shall not be allowed to embark unless demonstrably free from vermin, or otherwise treated for the destruction of vermin, together with their personal effects, their wearing apparel and baggage, and, furthermore, that those who have been exposed to typhus shall be detained twelve days subsequent to treatment. This requirement is in force at European ports, and while it is not assumed to be perfect in its operation, the same margin of error would equally apply to any similar administrative requirement.

"The Department desires to assure your Association that the Public Health

Service will continue to enforce every reasonable precaution to safeguard the Port of New York and the country at large against the introduction of typhus, and thoroughly appreciates the cordial cooperation extended by your Association."

FOR PASSPORT BILL

This Association Endorses Measure Introduced by Mr. Fairchild

The Merchants' Association has given its approval upon the recommendation of its Foreign Trade Committee to a bill introduced in Congress by Representative Benjamin L. Fairchild, of Westchester, empowering the State Department to issue passports in the cities of New York, San Francisco, Seattle, Chicago and New Orleans, and authorizing the maintenance of passport offices in those cities.

Representative Fairchild's bill, as approved by the Executive Committee at its meeting last Wednesday, reads as follows:

"Section 4075, Revised Statutes, to be amended to read as follows: The Secretary of State may grant and issue passports and cause passports to be granted and issued in the United States by agents of the Department of State, and there shall be established and maintained passport offices in the cities of New York, San Francisco, Seattle, Chicago and New Orleans, and the Secretary of State may also cause passports to be granted, issued, and verified in foreign countries by such diplomatic or consular officers in the United States and by such chiefs or other executive officers of the insular possessions of the United States and under such rules as the President shall designate and prescribe for and on behalf of the United States; and no other person shall grant, issue, or verify any such passports."

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

FINDS LAXITY IN FREIGHT HANDLING

Shippers Are Careless About Persons Authorized to Sign for Goods Received

TRUCKMEN PROPOSE REMEDY

Prepared by the Traffic Bureau of The Merchants' Association

The investigation of claims for non-delivery of goods brought to the attention of the Traffic Bureau by members of The Merchants' Association has frequently disclosed a laxity in designating individuals authorized to accept the goods and sign for same, and in furnishing a proper receipt for the goods upon delivery. The investigations have disclosed that the receipts given were often neither legible nor entirely legal, and the carelessness displayed in receiving departments makes the perpetration of frauds both convenient and easy.

Truck Drivers Are Careless

The investigation also showed that due care is not exercised by the truck driver in making tender of property to an authorized representative of the concern, and in securing legible and proper receipt at the time of the delivery of the goods, with the result that unauthorized persons have gained possession of the goods and it has been extremely difficult to find out where the responsibility lies.

Truckmen Explain the Difficulty

As bearing upon the above matter, attention is called to a communication from the "Receipt Committee of The Merchant Truckmen's Bureau of New York" as follows:

"Some of our members have trouble in establishing delivery of goods to merchants because of the practice of receiving clerks who write their names on delivery receipts so hastily that it is difficult to make anything out of the signature.

Two or Three Months' Delay

"Moreover, it often happens that merchants allow any of their employees to sign for goods, so that any one of a large number of signatures may be official. It is impossible for our members to keep in mind the names of all these receivers, so that they never know whether or no their receipts are properly signed.

"Furthermore, any question about the

proper signature on receipts usually does not come up until the bill for the goods is due, and this may be 60 or 90 days after the date of delivery. If at this time, the merchant says that the signature on a receipt is not that of any of his employees, or that the person who signed the receipt is not, and never was, one of his people, or that the signature, while apparently valid, is really a forgery, the truckman is in serious trouble.

"Some shippers require our members to secure signatures on receipts which show both the name of the receiving house and the name of the person designated to sign for goods. This is naturally some protection, but apparently not enough, for it is always possible for a driver, if so inclined, to forge both the name of the house and that of the receiving clerk.

Rubber Stamp as Check

"There is, however, a way of getting over this trouble to a very large extent, and that is by the use of a rubber stamp. If the merchant-receiver will have his receiving clerk stamp the name of the receiving house on delivery receipt and write his own name on the receipt in addition, the difficulty of our members in establishing delivery will be reduced about 90 per cent.

"Our purpose in writing this letter is to ask you to present this important matter to your membership, with a view to reducing the volume of claims from receivers, loss of goods, etc. A short article in your weekly periodical 'Greater New York' would catch the eye of your members and might go far towards obviating a risk which is extremely annoying to shippers and costly to our members. In fact, this letter, if not too long, might well be printed in 'Greater New York,' and some good accomplished thereby."

Consideration Is Urged

While it may be expected that the trucking organization will effect the necessary reforms with its own employees, The Merchants' Association urges consideration of this matter by its members, and the issuance of necessary instructions to its receiving departments in order to effect a more orderly and proper way of receipting for the property delivered by the truck drivers.

JUNE DIVIDEND PAYMENTS

The June disbursements of dividends to stockholders are \$60,550,350 this year, as compared with \$64,475,900 last year.

R. P. O. SERVICE IS INEFFICIENT

This Association Calls the Attention of the Postmaster General to Progressive Decline

MAILS SLOW AND UNCERTAIN

The Merchants' Association has called the attention of the Postmaster General, Hon. Will H. Hays, to the inefficiency of the railroad post office service, as shown in the distribution of "Greater New York," the weekly publication of The Association.

Letter to Postmaster General

The facts are set forth in the following letter addressed to the Postmaster General by The Association:

"Referring to our recent conversation with you as to defective postal methods, we wish to bring to your personal attention a concrete case.

"We have today received from The Merchants' Association of San Diego, California, the enclosed wrappers, which covered two separate issues of our weekly bulletin, "Greater New York," dated May 9 and May 16, 1921, respectively, each of which was mailed to addressee two days in advance of date, or on May 7 and May 14, respectively.

Both Received on Same Day

"Both were received in San Diego in the same mail, May 16. Thus the issue of May 9 was delayed a full week in movement.

"This is a frequent occurrence. It illustrates the delays due to reduction of the R. P. O. service and the substitution of terminal station service. Paper mail is apt to hang indefinitely in terminal transfer stations.

"We cannot look for old-time expedition until the R. P. O. service is so expanded as to promote, instead of discouraging, working-in-transit of all mails except parcels post and second-class.

Efficiency on Down Grade

"During several years past, the R. P. O. service has been systematically and progressively diminished in extent, and consequently in efficiency. It is not now sufficient to move even first-class mails with proper speed and certainty; and most of the paper mails are forced into the terminal stations en route with the result shown by the example which we submit."

GAS COMMITTEE IS APPOINTED

**President Morgan Names Men
Who Will Consider Justice
of Assessing Charges**

MR. COBB IS NAMED CHAIRMAN

President William Fellowes Morgan has appointed the Special Gas Committee which the Board of Directors authorized him to name upon the recommendation of the Committee on Public Utilities and Law, of which Mr. James Gilbert White is Chairman.

Questions to Be Answered

The Committee will investigate the system of payment for gas in New York City, with a view of answering the following questions:

"1. Are large consumers of gas equitably entitled, because of lesser cost of supplying them with service, to a lower rate than that charged small consumers

"2. If so, should the present flat rate charges for gas be superseded by

(a) A graduated scale of rates decreasing in proportion to the quantity of gas consumed?

(b) A flat rate per unit consumed (as at present), but fixing a minimum monthly charge?

(c) Segregated charges, comprising a separate service charge to be imposed monthly, irrespective of the quantity of gas consumed, plus a separate charge for quantity consumed at a fixed uniform price per unit?"

The Committee

The members of the Committee are as follows:

Mr. Henry Ives Cobb, Chairman.

Mr. David Cowen, of A. Goodman and Sons, Incorporated.

Mr. John F. Galvin, of the Metal Stamping Company.

Mr. Joseph L. Gitterman, of Lehman, Schwartz and Company.

Mr. H. B. Griffin, of the Doehler Die Casting Company.

Mr. E. J. Hanford.

Mr. A. C. Hepp, of the Childs Company.

RAILROAD VISITORS

More than 252,000,000 persons entered and left New York City last year by railroad.

Famine Put to Rout

The following telegram has been received by The Merchants' Association:

*"William Fellowes Morgan,
"President Merchants' Association
New York,*

*"Cable just received from
American Minister Peking con-
firms fact that recent large con-
tributions by Chinese people and
abundant rains have brought
about radical change in famine
conditions. We are therefore
announcing discontinuance cam-
paign and hearty thanks of com-
mittee to all contributing to its
success.*

*"I want you to receive this ad-
vance notice and to realize my
deep appreciation of your gener-
ous assistance and of the fact that
your cooperation has been a
genuine factor in this great and
successful effort to help a sister
nation in distress.*

*"THOMAS W. LAMONT,
"Chairman."*

"SENATOR CASSIDY" SHY

**Collector of Checks for the Poor
Sidesteps an Invitation to
Call and Get Something**

The firm of E. L. Kohlberg and Son, leaf tobacco, 144 Water Street, a member of The Merchants' Association, writes to The Association as follows:

"With reference to the column headed 'Third Fogarty Bites the Dust,' contained on page 20 of the bulletin dated May 30, we would say that a similar party or perhaps the same man called us up in instances and presented himself as being a 'Senator Cassidy' also of the First Ward National Democratic Club. This 'Senator Cassidy' asked us for donations for sending away children of the various poor women who live in the financial district and earn their livelihood as scrub women and such. We requested the 'Senator' to call at our office for our check or write us on his letterhead, thinking that we might be able to catch him, but we have not heard from him since.

"We expect that this man is the same one as you refer to in your current issue."

HERE IS A HOME NOBODY CAN FIND

**Elusive Collector Says It Is At
Lakewood, But Nothing Is
Known of It There**

"TOUCH AND GO" SYSTEM USED

Prepared by the Bureau of Advice and Information of the Charity Organization Society

Where, what, and more particularly, who is the Seaside Home for Children at Lakewood, New Jersey?

For eighteen years this name has been a will o' the wisp in the files of the Bureau of Advice and Information of the Charity Organization Society. For eighteen years a mysterious unnamed solicitor, here today and gone tomorrow, has been going about collecting funds for an institution that no one else ever heard of.

Disowned by Lakewood

Lakewood itself stoutly denies that it has either a home or a seaside; letters addressed to the institution are returned to the writer, while the solicitor herself blandly avoids return engagements.

The first appearance of this person was in 1904 when the business firm she had approached wrote to the Bureau of Advice and Information "**** for advice concerning the worthiness of this institution, the solicitor for which will return in a few days." She was described as "a woman of short stature carrying a small book showing names of subscribers and amounts of donations."

Letter Was Returned

During 1919, when purse strings were still loosened by war giving, she was heard of frequently. Last year she dropped out of sight. But this year she is very much on the job. Her last victim writes naively: "We had occasion to write these people at Lakewood and find the letter is returned to us. Can you tell us just what they do and whether they are reliable."

Members of The Merchants' Association who have been approached by this solicitor will aid materially in running the matter down if they will communicate the details of the incident to the Bureau of Advice and Information of the Charity Organization Society, 105 East Twenty-second Street.

JUN 29 1921

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JUN 29 1921

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JUNE 20, 1921

No. 25

Method of Assessing Gas Rates Found Unfair

The Merchants' Association Adopts the Report Made by Its Special Committee on Gas Rates and Petitions the Public Service Commission to Order a Change Which Will Remove the Business Handicap Imposed by Discrimination in Favor of Small Users

The Special Committee appointed by President William Fellowes Morgan, under authorization by the Board of Directors, and upon the recommendation of the Committee on Public Utilities and Law, to investigate the system of payment for gas in New York City, reported last Wednesday to the Executive Committee.

The Committee

The members of the Committee are as follows:

- Mr. Henry Ives Cobb, Chairman.
- Mr. David Cowen, of A. Goodman and Sons, Incorporated.
- Mr. John F. Galvin, of the Metal Stamping Company.
- Mr. Joseph L. Gitterman, of Lehmaier, Schwartz and Company.
- Mr. H. B. Griffin, of the Doehler Die Casting Company.
- Mr. E. J. Hanford.
- Mr. A. C. Hepp, of the Childs Company.

Questions Answered

The report of the Committee included consideration of the following questions:

"1. Are large consumers of gas equitably entitled, because of lesser cost of supplying them with service, to a lower rate than that charged small consumers.

"2. If so, should the present flat rate charges for gas be superseded by

(a) A graduated scale of rates de-

Tax Hearing

The Merchants' Association's Committee on Taxation and Public Revenue will hold a

PUBLIC HEARING

in the Assembly Room of The Merchants' Association, Thursday, June 23, 1921, at 2:30 P. M. regarding

FORMS OF TAXATION

presented by Referendum No. 36, of the Chamber of Commerce of the U. S. A., upon which The Association is to vote.

All members who desire to express their views to the Committee are requested to attend for that purpose.

Final action upon the questions submitted will rest with the Board of Directors.

S. C. Mead, Secretary.

creasing in proportion to the quantity of gas consumed?

- (b) A flat rate per unit consumed (as at present), but fixing a minimum monthly charge?
- (c) Segregated charges, comprising a separate service charge to be imposed monthly, irrespective of the quantity of gas consumed, plus a separate charge for quantity consumed at a fixed uniform price per unit?"

In addition, the Committee sub-

mitted a form of petition to the Public Service Commission asking for a revision of the method of assessing charges for gas. This form was adopted and filed with the Commission at a meeting held last Thursday in The Association's Assembly Room.

The Committee's Report

The report of the Special Committee, as submitted to the Executive Committee, was as follows:

"Gentlemen: This Special Gas Committee was appointed to consider and report upon a number of requests received by The Association that it move to secure the adoption of graduated or differential gas rates, as a substitute for the system of flat rates which now prevails.

"We report as follows:

I.

"The Association has hitherto contended that the charges for service made by public service corporations should be duly proportioned to the cost of supplying such service.

"That position has been maintained by The Association with respect to—

- (a) Railroad Rates.
- (b) Charges of Urban or Street Railways.
- (c) Telephone Charges.
- (d) Electric Charges.

II.

"The Association has also contended that, when reasonably prac-

COMMITTEE SAYS GAS RATES ARE DISCRIMINATORY

licable, marked differences in the cost of supplying different classes of consumers, be recognized by differential or graduated rates, proportioned to the cost of supplying each particular class of consumers.

"On this proposition The Association has repeatedly opposed changes in electric and in telephone rates based on the principle of averages instead of upon the principle of differentiation to differences in cost.

"Having in mind the principles thus hitherto asserted and advocated by The Association, we proceed to consider the questions specifically submitted to us.

QUESTION I.

"Are large consumers of gas equitably entitled to a lower rate than that charged small consumers; and if so why?"

"The operating costs of a gas company may be segregated into—

"Costs affected by the quantity produced;

"Costs dependent wholly upon the number of consumers, and not related to or affected by the quantity produced.

"The latter class of costs comprises installation and maintenance of service pipes and meters; work upon consumers' premises; reading meters; keeping the necessary records; preparing and collecting bills; and similar items of expense. This cost is wholly irrespective of the quantity of gas consumed. It must be incurred by the company in the case of every customer whose premises are connected with its mains. It is substantially equal in amount in the case of the smaller user, the large user, and the user who is absent and consumes no gas at certain seasons.

Charge Should Be Uniform

"It is obvious that an expense not derived from or influenced by quantity, but proceeding from a substantially identical service supplied to every consumer alike, should be reflected by a uniform charge to every consumer, determined by dividing the aggregate cost of consumer's service by the total number of consumers. By that method every consumer would pay only the specific cost of the specific service supplied to him.

"But under the prevailing method of a single uniform rate per unit of consumption, derived from the aggregate of all costs, a very different and highly discriminatory result is reached. The

cost of consumers service is not allocated, as it should be, on the basis of the number of consumers; but on the contrary is allocated on the basis of number of units consumed. Thereby the consumer who uses 100 M cubic feet of gas per month pays in the form of a unit rate for quantity, 100 times as much for consumers' service as is paid by a consumer who uses but 1 M cubic feet; notwithstanding that each has a practically identical consumers' service and should pay an identical charge for it.

Absentees Must Pay

"The effect of failure to differentiate between the cost of consumers' service, and the costs of production and distribution, and to make a separate uniform charge for the former is to impose a highly disproportionate and discriminatory burden upon large users. By the operation of a strictly average rate on the basis of unitary consumption, they are compelled to pay an unduly large part of the service costs, which should properly be allocated ratably to each individual consumer as a uniform charge, regardless of quantity consumed..

"In this connection it should be noted that many thousand consumers of gas particularly of the wealthier classes are absent from the City at some season of the year, during which their premises are closed and no gas is consumed. Nevertheless their service costs continue, and must be met by a higher general rate than would otherwise be required.

Just and Equitable Charges

"The Public Service Commission of this State, in the case of the Rochester Gas and Electric Corporation (Case No. 7468) held:

"2. A service charge whereby such expenses as are proportioned to the number of consumers and not to the amount of consumption are met by a uniform charge to each consumer, is just and equitable.

"The regulatory Commissions of thirty-eight States have either approved or adopted the separate service charge as a part of the rate for gas, as a means for more equitably apportioning among consumers the expense incident to the installation and operation of the plant.

Decision of Public Service Board

"We quote from the decision of the Public Service Commission of this State in the case cited above:

"If we have nothing except a straight charge of a given amount for each hundred or thousand

cubic feet of gas consumed, it is manifest that those who consume the gas are paying not only the cost of supplying them but they are paying the expense sustained by the corporation in holding itself ready to serve others connected up who use the gas not at all or in very small quantities. It should be of no concern financially to the corporation whether it receives its revenue in the form of a straight commodity rate, in the form of a commodity rate with a minimum charge, or in the form of a commodity rate plus a service charge. In any event, it is entitled under the law to receive sufficient revenue in the aggregate to pay all its operating expenses under reasonable and economic management, to pay its taxes, to pay a reasonable average return upon capital actually expended, and to make reservations of income for surplus and contingencies. (Public Serv. Com. Law, Sec. 72.)

"This revenue to which it is entitled is a fixed sum to be paid by consumers in one form or rate or another, and the question involved is no wise a question of greater or less revenue to the company but a question of distributing the fixed burden among the consumers equitably and without discrimination. From what has already been said it must be clear that a straight commodity rate is equitable, and if permitted at all should be permitted only under exceptional conditions, where the inequity resulting is inconsiderable."

Large Consumers Discriminated Against

"From what has been said it is evident that under the system of a single rate based wholly on consumption, large consumers are seriously discriminated against, the extent of the discrimination increasing in proportion to the increase in individual consumption.

"That discrimination arises from including consumers' costs with commodity costs, and deriving from their aggregate a single commodity rate per unit of consumption. Such discrimination can be abolished by—

"A separate service charge based upon the aggregate cost of consumers' service divided by the total number of consumers;

"A unit commodity charge based upon the aggregate cost of production and distribution (less cost of consumers' service), divided by the total number of units delivered.

Would Reduce Commodity Rate

"It has been roughly estimated that under metropolitan conditions, by this method possibly from one-sixth to one-eighth of the total revenues to which the company is entitled would be derived from the service charge, thereby lessening to that extent the amount to be derived from the commodity charge, and thus permitting a substantial reduction in the commodity rate, approximating 20 or 25 cents per M where the pre-existing flat rate was \$1.50.

"A service charge would thus materially reduce the aggregate gas costs of large consumers by giving them the benefit of lower commodity rates and re-

QUESTIONS VITAL TO FAIR GAS DISTRIBUTION ANSWERED

lieving them of the disproportionate share of the service costs hitherto paid by them.

Consumers Entitled to Relief

"We believe that all consumers who have hitherto been discriminated against by an inequitable distribution of consumers costs are entitled to relief from such discrimination. The question still remains, however, whether the lower commodity rate, made possible by a separate service charge, should be on the basis of an unvarying rate per unit, irrespective of quantity consumed, or whether the rate should decrease proportionately to the increase in quantity.

"As stated in the opening pages of this report, The Association has hitherto approved the principle of graduated rates where there are substantial differences in the cost of supplying service to particular classes. We see no reason why this principle should not apply to gas rates if it appear that there are material economies in supplying gas in large quantities as compared with supplying it in small quantities.

Loss from Leakage

"We believe that in fact there are such economies in supplying gas in large quantities, especially for industrial uses in the day time, as to warrant differential rates derived from such lesser costs. The subject is too intricate to be here discussed in detail, but certain factors of economy may be indicated by way of illustration. There is a substantial percentage of waste in the distribution of gas, due to condensation, leakage, etc. The loss from leakage from the large pipes required for supplying large quantities of gas is very much less than from the small pipes which serve average and small users. Industrial plants are constant consumers of large quantities of gas during the daylight hours, during the time of irregular and minimum consumption by other users. The distribution plant is thus more intensively and continuously used, and large additional revenue earned without a corresponding increase in the plant investment; that is to say, the output is largely increased without increasing the capital charges. Similarly, the ratio of overhead and general expenses to gross earnings is reduced by the material increase in the gross earnings derived from industrial users who are very generally large users.

"Equity would seem to require that the economies arising from these and other factors of saving should be recognized by relatively lower rates to the class of large, and particularly industrial, consumers by whom these economies are made possible. This would imply a graduated scale of commodity rates decreasing in blocks as the quantity consumed increases.

Question 2

"Should the present system of a uniform flat rate charge per unit, irrespective of quantity consumed or of differences in the cost of serving different consumers, be continued, or should it be superseded by—

"(a) A flat rate per unit consumed (as at present) but fixing a minimum monthly charge;

"(b) A graduated scale of rates per unit, decreasing in proportion to the monthly quantity of gas consumed;

"(c) Segregated charges, comprising—

"A separate uniform service charge to be imposed monthly on every consumer irrespective of the quantity of gas consumed.

"Plus a separate charge per unit of quantity consumed.

"In the discussion of Question 1 we have indicated the reasons why, in our opinion, a flat rate per unit consumed results in serious discrimination against large consumers by failing to make proper distribution of consumers service cost. This defect is not cured by fixing a minimum monthly charge (prop. A above) Such a charge reaches only the users whose consumption is below the minimum, and the revenue derived would not nearly meet the aggregate consumers service costs, which would thus continue to be assessed against the great body of consumers, and particularly against large consumers. The continuance of unduly high unit rates would thus be made necessary, and the present condition of heavy discrimination against average and large consumers would persist.

"We think the minimum monthly charge plan inadequate and undesirable.

"Propositions (b) and (c) have been fully discussed in the preceding part of this report, and our conclusions re-

garding them are explicitly stated below:

Conclusions

"The just and reasonable revenues which the Public Service Commission Law prescribes for gas companies should be derived—

"1. From an equitable monthly service charge to be imposed upon all consumers;

"2. From graduated charges per unit of gas consumed, the rate by blocks decreasing in a prescribed scale, proportioned to the quantity consumed.

"We recommend that this Committee be authorized on behalf of The Association to prepare and present to the Public Service Commission a suitable petition and arguments in support thereof, asking the Commission to adopt and put into effect these principles with relation to gas rates."

Against Flat Rate

This Association Asks Public Service Commission to Abolish Discrimination

The petition filed by The Merchants' Association with the Public Service Commission is signed by President William Fellowes Morgan and reads as follows:

PETITION

For the Abolition of Flat Rate Charge for Gas and the Substitution of Graduated Rates Plus an Equitable Service Charge

"To the Honorable Public Service Commission of the State of New York

"This petition of the undersigned Merchants' Association of New York respectfully shows and alleges:

"The Merchants' Association of New York is a corporation incorporated under the Membership Corporation Law, having over 6,700 members, comprising corporations, firms and individuals.

Manufacturing Costs

"With few exceptions its members are actively engaged in manufacturing, trade, commerce and business pursuits auxiliary thereto. Among such members are a great number of manufacturers, making a large variety of products which are sold in competition with

TWO MAIN ELEMENTS IN EXPENSE OF GAS DISTRIBUTION

similar commodities produced elsewhere.

"The growth and prosperity of manufacturing industries in this City is absolutely dependent upon the ability of its manufacturers to produce their commodities at a cost as low as that of their competitors in other sections. Upon this condition likewise depends the employment and the well-being of an army of wage-earners who draw their subsistence from and are dependent upon such manufacturing industries.

Industrial Supremacy

"The City of New York by far outranks all other cities in the United States in the extent and value of its manufactures. It has hitherto produced nearly one-tenth of the total value of manufactured products of the United States. The value of its manufactured products per year and the number of workers in its manufacturing industries has been approximately double those of the city next in manufacturing rank.

"It has, however, in recent years been subjected to important economic disadvantages from which its industrial rivals are more or less free. Among these disadvantages are: Relatively large cost of insuring employees against injury under the Workmen's Compensation Act, such cost in this State being greatly in excess of that in adjoining and competing States; taxation of machinery, from which taxation competing States are free; increased cost of factory buildings, due to structural requirements of the labor laws; increased labor, and other costs arising from various provisions of the labor laws. Its power of competition has been thereby to some extent impaired. New manufacturing enterprises have in consequence been lost to the City, and some of those previously existing have removed elsewhere, where the disadvantages indicated are absent.

Cost of Gas Fuel

"It is of great importance therefore that the manufacturing and distributing interests of this City be relieved, so far as practicable, of conditions which impose upon them costs not borne by their competitors in other territory.

"An existing condition of this class is the cost of gas-fuel for industrial purposes. By reason of the method of rate-making hitherto prevailing in this City, manufacturers and others consuming large quantities of gas are subject to

rates which while ostensibly uniform, are in effect and in fact discriminatory. As a result of this fallacious method, large consumers pay a charge not only disproportionately large when tested by the cost of supplying them with service, but also greater than the charges for similar service borne by their competitors in other cities where a different and more equitable method of rate-making is in vogue.

System of Fixing Costs

"The system existing in this City is the flat rate system under which a uniform rate per unit consumed is paid by every consumer, irrespective of quantity used. Under this system every unit of product is charged with an equal pro rata share of the entire expenses of the business. That this is a false basis of distributing the cost, and consequently for deriving an equitable charge per unit of quantity, is made evident by the following analysis.

"It is clear

"That the just and reasonable rates contemplated by law, are rates duly proportioned to the cost of supplying the service;

"That to avoid the discrimination prohibited by law, material differences in the cost of supplying different classes of consumers must be recognized by differential or graduated rates, proportioned to the cost of supplying each particular class of consumers;

"That costs incurred solely for the benefit of a specific consumer, should be borne by that consumer and not transferred to or borne by consumers as a whole.

"These principles are violated by the uniform flat rate system.

"The operating costs of a gas company may be segregated into—

"Costs affected by the *quantity produced*;

"Costs dependent wholly upon the *number of consumers*, and not related to or affected by the quantity produced.

"The latter class of costs comprises installation and maintenance of service pipes and meters; work upon consumers' premises; reading meters; keeping the necessary records; preparing and collecting bills; and similar items of expense. This cost is wholly irrespective of the quantity of gas consumed. It must be incurred by the company in the case of every customer whose premises are connected with its mains. It is sub-

stantially equal in amount in the case of the small user, the large user, and the user who is absent and consumes no gas at certain seasons.

How Method of Charging Is Unfair

"It is obvious that an expense not derived from or influenced by quantity, but proceeding from a substantially identical service supplied to every consumer alike, should be reflected by a uniform charge to every consumer, determined by dividing the aggregate cost of consumer's service by the total number of consumers. By that method every consumer would pay only the specific cost of the specific service supplied to him.

"But under the prevailing method of a single uniform rate per unit of consumption, derived from the aggregate of all costs, a very different and highly discriminatory result is reached. The cost of consumers' service is not allocated, as it should be, on the basis of number of consumers; but on the contrary is allocated on the basis of number of units consumed. Thereby the consumer who uses 100 M cubic feet of gas per month pays in the form of a unit rate for quantity, 100 times as much for consumers' service as is paid by a consumer who uses but 1 M cubic feet; notwithstanding that each has a practically identical consumers' service and should pay an identical charge for it.

Discrimination Against Large Consumers

"The effect of failure to differentiate between the cost of consumers' service, and the costs of production and distribution, and to make a separate uniform charge for the former is to impose a highly disproportionate and discriminatory burden upon large users. By the operation of a strictly average rate on the basis of unitary consumption, such large users are compelled to pay an unduly large part of the service costs, which should properly be allocated ratably to each individual consumer as a uniform charge, regardless of quantity consumed.

"From what has been said, it is evident that under the system of a single rate based wholly on consumption large consumers are seriously discriminated against, the extent of the discrimination increasing in proportion to the increase in individual consumption.

"A service charge would materially reduce the aggregate gas costs of large

ASKS ABOLITION OF FLAT RATE FOR GAS

consumers by giving them the benefit of lower commodity rates and relieving them of the disproportionate share of the service costs hitherto paid by them.

Entitled to Relief

"We believe that all consumers who have hitherto been discriminated against by an inequitable distribution of consumers' costs are entitled to such relief from such discrimination.

"The effect of a service charge is to abolish the existing unjust discrimination against large consumers. We contend that large consumers are entitled further to the benefit of differential or graduated rates on the basis of quantity consumed, on the ground that there are material economies in supplying gas in large quantities as compared with supplying it in small quantities.

Industrial Consumption Economical

"Certain factors of economy may be indicated by way of illustration. There is a substantial percentage of waste in the distribution of gas, due to condensation, leakage, etc. The loss from leakage from the large pipes required for supplying large quantities of gas is very much less than from the small pipes which serve average and small users. Industrial plants are constant consumers of large quantities of gas during the daylight hours, during the time of irregular and minimum consumption by other users. The distribution plant is thus more intensively and continuously used, and large additional revenue earned without a corresponding increase in the plant investment; that is to say, the output is largely increased without increasing the capital charges. Similarly, the ratio of overhead and general expenses to gross earnings is reduced by the material increase in the gross earnings derived from industrial users who are very generally large users.

"Equity would seem to require that the economies arising from these and other factors of saving should be recognized by relatively lower rates to the class of large, and particularly industrial, consumers by whom these economies are made possible. This would imply a graduated scale of commodity rates decreasing in blocks as the quantity consumed increases.

Asks Abolition of Flat Rate

"We therefore respectfully petition you to abolish within this City the present system of a single uniform flat rate

for gas, applying irrespective of quantity consumed; and to substitute therefor

"1. An equitable monthly service charge to be imposed on all consumers.

"2. A scale of graduated charges, under which the rate per thousand cubic feet shall decrease proportionately to the increase, by blocks, in the quantity consumed."

VENEZUELA TRADE

Department of Commerce Commissioner Here for Consultation This Week

Mr. P. L. Bell, American Trade Commissioner of the Bureau of Foreign and Domestic Commerce, has recently arrived in this country from Venezuela, where he has completed a commercial survey of this Latin American country. He is available for conferences with American exporters, manufacturers and bankers interested in Venezuelan-American trade relations.

Mr. Bell will be in New York from June 24 to 27 inclusive and will make his headquarters at the local offices of the Bureau of Foreign and Domestic Commerce. Appointments with representative American firms will be gladly arranged for by communication with the aforementioned office.

Prior to his visit to Venezuela Mr. Bell also conducted a general investigation of commercial and economic conditions in Colombia, with which subject he is familiar and is in a position to discuss with interested American representatives.

TRAFFIC BUREAU WORK IN MAY

The Traffic Bureau of The Merchants' Association during May disposed of one hundred and twenty-three inquiries from members regarding shipments. These included claims against carriers, the liability of carriers, deliveries of merchandise, prompt transportation by rail and water, questions involving rates and charges, freight schedules upon various commodities, export and import matters and express service.

ERIE CANAL FLEET SOLD

The Federal Government's Erie Canal Fleet has finally been sold to a New York City and Chicago syndicate. It cost the Government \$3,695,000 and it is capable of carrying 50,000 tons.

Why not file "Greater New York"?

APPROVAL GIVEN TO THE JONES BILL

Executive Committee Acts on Report Made to It by Foreign Trade Committee

ESTABLISHES TRADING ZONES

The Executive Committee of The Merchants' Association has given its approval to a bill introduced in Congress by Senator Jones providing for the creation of Foreign Trading Zones in the ports of entry of the United States.

Approved by Committee

The action of the Board was taken upon the recommendation of the Foreign Trade Committee of The Merchants' Association, of which Mr. Lucius R. Eastman is Chairman. The report of this Committee was as follows

"Your Committee on Foreign Trade desires to report that at a meeting held on May 26 consideration was given to the bill introduced into Congress by Senator Jones, S. 597, to provide for the establishment, operation and maintenance of Foreign Trading Zones in the ports of entry in the United States.

Endorsement Recommended

"The Merchants Association of New York has long been on record as in favor of the establishment of Foreign Trading Zones in the United States. The detail provisions of this bill to establish Foreign Trading Zones seems to the Committee to be reasonable and satisfactory, and the Committee therefore recommends that The Association endorse the measure in question, namely, S. 597, and that appropriate letters be forwarded to members of Congress stating the action taken."

FOR A NAVAL HOLIDAY

The Merchants' Association, by Mr. S. C. Mead, its Secretary, has sent to President Harding a copy of the resolution adopted by the Board of Directors on May 26, urging the United States Government, in cooperation with other nations, to obtain an international agreement which will limit the expenditure of naval construction for a term of years.

EXPORTS OF PRINT PAPER

The United States exported \$373,000,000 worth of print paper in 1920, a little less than twice the amount exported in 1919.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



'We Foster the Trade and Welfare of
New York'

Telephone Barclay 7660

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JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.
OWEN D. YOUNG; Vice-President and General Counsel of the General Electric Company.

THE METHOD OF CHARGING CONSUMERS FOR GAS IS DISCRIMINATORY

The Merchants' Association has filed a petition with the Public Service Commission asking for a change in the present method of assessing charges for gas in this City. The petition is printed elsewhere in this number of "Greater New York."

It shows that the method now in vogue of assessing consumers of gas for the service rendered is unjust to large consumers. This City is the industrial center of the country, and the use of gas enters largely into its industries. Discrimination in the method of charging for its use affects industry and handicaps the City. The Merchants' Association was formed to promote the welfare of the City, and hence the wrongful method of charging for gas falls within the scope of its legitimate interests.

Under the present method, the large consumers of gas, that is, the industrial consumers, who use it chiefly for fuel, are compelled to pay for a large part of the service rendered by the gas companies to small consumers, from which the industries derive no benefit whatever. The mere statement of this discrimination indicates its unfairness, and it is to remove this unfairness that The Association has petitioned the Public Service Commission.

THE COST OF LIVING

Some interesting figures with regard to the cost of living in New York City have been compiled by the Industrial Bureau of The Merchants' Association.

They show that while living costs in May have dropped 17 per cent under the high point reached in June of last year, they are still nearly 82 per cent above the average which prevailed before the war.

This disproportion is due largely to increases in the cost of housing, fuel and light, and miscellaneous expenses, which have not followed the downward trend. In view of the fact that these items enter largely into living costs, it is evident

that they must come down before the normal level which preceded the war can be regained.

EDUCATION UNDER FEDERAL GOVERNMENT

The Merchants Association has asked the Chamber of Commerce of the United States to look into the plan to create a new Federal Department which shall have jurisdiction, among other things, in matters relating to education. The plan appears to call for the establishment of a Department of Public Welfare which, in addition to education, shall include public health, veteran service administration, and social activities.

It is questioned whether adequate educational service can be given in a Department exercising the miscellaneous and diverse functions indicated. The public school system, upon which the entire educational system of the country rests, is one of the great institutions of this country, and its efficient working is essential to any form of self-government.

GOVERNMENT WORKERS

The reorganization of the machinery of the Government for the purpose of squeezing out the activities rendered unnecessary by the signing of the armistice, will release a large number of war emergency employees on July 1.

The releases will include many classes of employees who are necessary in commerce and industry, such as stenographers, clerks, typists and examiners. Many of them went into the Government service from this City, and will seek employment here after they leave the public service. The experience of those workers in the Government service, conducted upon the most modern lines, makes them especially valuable in the various fields in which they have been trained. Detailed information regarding them may be had from The Merchants' Association upon request.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Industrial Survey of Newtown Creek District

The Merchants' Association Gives the Results of a Careful and Thorough Inquiry Into an Area That Constitutes One of the Important Sections of New York City From the Viewpoint of Commerce and Manufacture—Partially Developed

The Merchants' Association, through its Industrial Bureau, has recently made a survey of the Newtown Creek District in the Boroughs of Brooklyn and Queens. The results are being printed in pamphlet form for distribution. The introduction, which summarizes the findings, is given below.

Extent of the District

"Newtown Creek forms part of the boundary between the Boroughs of Brooklyn and Queens in New York City, and joins the East River at a point about opposite Thirty-third Street in Manhattan. The land bordering on the Creek and its tributaries, comprising a section approximately three and one-half miles long and from one-fourth to three-quarters of a mile wide, is already an industrial district of great importance, which at the same time offers opportunities for even greater future development. The western end of the district lies near the population center of New York City, the eastern end is near the geographical center, and the entire district is not far from and is easily accessible to the wholesale and distributing center of Manhattan. Thus it will be seen that this district has the characteristics most sought after by New York manufacturers, namely, easy accessibility to the wholesale and retail center of Manhattan and to the vast labor supplies of Manhattan and Brooklyn.

Industrial Development

"The western half of the district lying near the mouth of the Creek and the East River is almost fully developed industrially. There are manufacturing establishments of almost every description, varying from candy factories to great copper and chemical works, but for the most part consisting of heavy industries, such as oil and sugar refineries, copper smelters, chemical works, foundries and forge shops, and brick, lumber and coal yards, which require considerable ground area, are preferably separated from neighboring plants by some open space, use large quantities of heavy raw materials, and manufacture heavy products. The industrial importance of these plants may be estimated by the fact that each year they

bring in raw materials and ship products on the Creek alone to the extent of about 5,000,000 tons, valued at more than \$200,000,000.

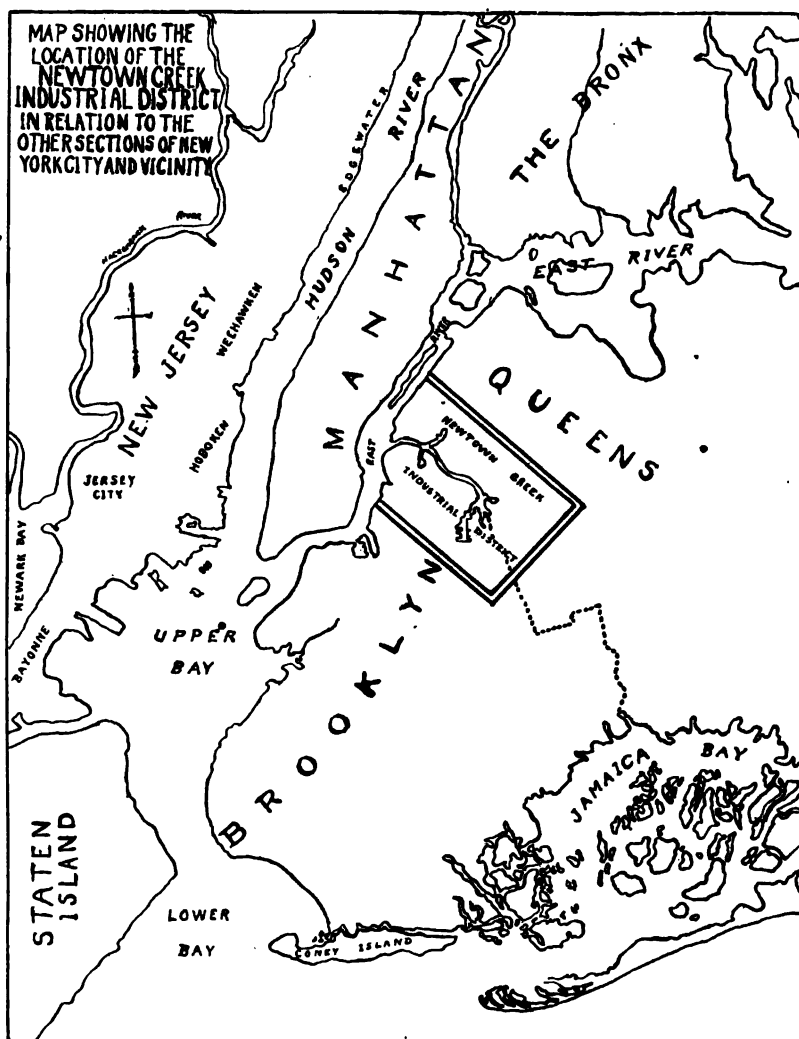
Undeveloped Land

"A large portion of the eastern half of the district is entirely undeveloped. In all there are more than 550 acres of undeveloped lands suitable for manufacturing purposes. This land is available

for the undeveloped section of the district, there now live approximately 650,000 people. This population is composed for the most part of the laboring class, of which about 70 per cent is of foreign birth or parentage, the predominant nationalities being German, Russian, Italian and Irish.

Easy of Access

"In addition to the labor residing in the immediate vicinity, half the popula-



in plots varying from a few hundred square feet in area to 100 acres.

"From the standpoint of present and potential labor supplies, the Newtown Creek industrial district is ideally located. Within a radius of two miles, or a maximum of twenty minutes traveling time from the center of the unde-

veloped section of the district, there now live approximately 650,000 people. This population is composed for the most part of the laboring class, of which about 70 per cent is of foreign birth or parentage, the predominant nationalities being German, Russian, Italian and Irish.

"In the immediate vicinity of the district, on the Queens side of the Creek, there is much undeveloped territory suitable for residential purposes, which,

INDUSTRIAL DEVELOPMENT OF IMPORTANT DISTRICT



without any doubt, will provide homes for hundreds of thousands of workers within a comparatively few years. At a greater distance from the district, but easily accessible within reasonable traveling time, are such centers as East New York, Jamaica, Flushing and Corona, which are capable of almost indefinite population expansion. In fact, both the Borough of Queens and the Borough of Brooklyn offer opportunities for homes near the Newtown Creek District suitable to persons in all walks of life.

Transportation Facilities

"Most sections of the district already have excellent rail and water transportation facilities, and adequate facilities are planned for such sections as do not already have them. The Creek itself traverses the district longitudinally, and is navigable throughout most of its

length for lighters, tugs, tankers and medium sized schooners. The Federal Government has already appropriated funds necessary for the work of widening and deepening the channels of the Creek and its tributaries so that cargo boats of twenty-foot draft can be accommodated throughout the entire length of the Creek proper and some of its tributaries, while barges, schooners and other small craft drawing not more than fourteen feet will be able to reach the remaining tributaries.

"All of the territory on the Queens side of the Creek is accessible by sidings from the main lines of the Long Island Railroad, which connects with the New York Connecting Railroad for New England points and all trunk line railroads at its East River terminal.

Rail Equipment

"Although there are many car floats and railroad terminals, there are only meager rail facilities at present on the Brooklyn side of the Creek, and this constitutes the greatest obstacle to the future development of the Brooklyn section of the district. However, detailed plans have been made for the Belt Line Terminal Railroad which will traverse the entire Brooklyn section of the district and connect with the trunk line terminals on the East River and South Brooklyn water front, thus giving rail connections with all parts of the country.

"With the exception of rates from New England points and certain short-haul points near New York, the same freight rates apply to stations in the



UNDEVELOPED LAND ON NEWTOWN CREEK

LARGE MANUFACTURING UNIT; HEAD OF DUTCH KILLS**INDUSTRIAL CENTER AT LOWER END OF DISTRICT****MOUTH OF NEWTOWN CREEK; MANHATTAN IN DISTANCE****INDUSTRIAL SURVEY OF THE
NEWTOWN CREEK DISTRICT**

Newtown Creek Industrial District as to other points on New York Harbor. Commodity rates are the same as for Greater New York with the exception of coal and a few other commodities for which the short-haul factor gives New York a slight advantage.

Attractive to Manufacturers

"The Newtown Creek Industrial District should prove especially attractive to many manufacturers who ordinarily believe there is no location near the center of the New York district which will conform to their requirements. This is practically true of manufacturers of heavy products who must have considerable area in order to provide for one-story or other low types of buildings; who require quantities of storage space; whose processes are noisy, dusty, odorous, or in some other way likely to be obnoxious if located in close proximity to residential sections or certain types of high-grade manufacturing; who receive raw materials and ship finished products in large quantities, so that direct rail and water connections are necessary; and who at the same time cannot be located in an isolated section far removed from the developed sources of labor supply, the wholesale distributing and retail centers of Manhattan, and the facilities for coastwise or foreign shipping. Such industries should always be considered in planning for improvements to the Creek channels, the construction of new railroad facilities or in the development of vacant land, since it is to them that the district is particularly adapted and should especially appeal.

Belt Line Needed

"While this district is remarkably well situated from the standpoint of economic factors necessary for successful industrial production, and has already developed into one of the most important manufacturing sections of the world's greatest industrial center, nevertheless the further development of certain parts of the territory is retarded pending the improvement of the Creek and the construction of the necessary Belt Line Terminal Railroad. For these reasons the various business associations and individuals interested, as well as the City government, should push these improvements more energetically."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

NEW TOWNS AND CITIES IN THE DAYLIGHT SAVING LIST

Compilation Made by the Eastern Zone Daylight Saving Association Reveals the Growing Popularity of the Healthful Reform

A revised list of cities and towns which are on a Daylight Saving schedule has been compiled by the Eastern Zone Daylight Saving Association. The cities, towns and villages named are all in the Eastern Time Zone.

Many New Towns in List

The names of the Connecticut towns that are preceded by an asterisk indicate that because the State law prohibits it, clocks have not been moved forward, but that nevertheless the town or city is operating under a Daylight Saving schedule. The revised list is as follows:

Connecticut

*Ansonia	*Rockland
*Bridgeport	*Southington
*Danbury	*Stonington
*Hartford	*Stratford
*Meriden	*Torrington
Norwalk	*Waterbury

Delaware

Newport	Wilmington
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Florida

Palatka

Maine

Auburn	Lewiston
Augusta	Lisbon Falls
Bangor	Old Town
Bath	Portland
Brewer	Rockland
Brunswick	Saco
Durham	Sanford
Eastport	South Portland
Gardiner	Westbrook

Massachusetts

All cities, as decreed by State ordinance.

New Hampshire

Nashua

New Jersey

Asbury Park	Kearny
Atlantic City	Keyport
Bayonne	Lodi
Belleville	Lyndhurst
Bloomfield	Madison
Boonton	Millville
Bordentown	Montclair
Bound Brook	Morristown
Bridgeton	Newark
Burlington	New Brunswick
Camden	North Bergen
Carlstadt	Nutley

Clifton
Dover
East Orange
Elizabeth
Englewood
Fort Lee
Freehold
Garfield
Glen Ridge
Gloucester City
Hackensack
Hammonton
Harrison
Hoboken
Irvington
Jersey City

New York

Albany	Mechanicville
Amityville	Middletown
Amsterdam	Mineola
Auburn	Mount Kisco
Babylon	Mount Vernon
Ballston Spa	Newburgh
Beacon	New Rochelle
Bellport	New York
Blue Point	Niagara Falls
Buffalo	North Tona-
Canastota	wanda
Carthage	Nyack
Cohoes	Ogdensburg
Cornwall	Oneida
Cortland	Oswego
East Aurora	Patchogue
Ellenville	Peekskill
Floral Park	Pelham
Fort Edward	Plattsburgh
Freeport	Port Chester
Fulton	Port Jervis
Garden City	Poughkeepsie
Geneva	Ravena
Glen Cove	Rensselaer
Glens Falls	Rockville Center
Gloversville	Rome
Green Island	Rye
Greenport	Sag Harbor
Groton	Saranac Lake
Hamburg	Saratoga Springs
Hastings-on-	Sayville
Hudson	Scarsdale
Hempstead	Schenectady
Herkimer	Scotia
Hudson	Seneca Falls
Hudson Falls	Silver Creek
Ilion	South Glens
Irvington	Falls
Ithaca	South Nyack

Orange
Passaic
Paterson
Perth Amboy
Pleasantville
Rahway
Red Bank
Roselle
Roselle Park
Rutherford
Somerville
Tenafly
Trenton
Westfield
West New York
Woodbury

Johnstown	Suffern
Katonah	Tarrytown
Kingston	Syracuse
Lackawanna	Tonawanda
Lake Placid	Troy
Larchmont	Tuckaboe
Lawrence	Utica
Little Falls	Walden
Lockport	Watertown
Long Beach	Watervliet
Lynbrook	White Plains
Malone	Yonkers
Mamaroneck	

Ohio

Akron	Lancaster
Ashland	Newark
Columbus	Toledo

Pennsylvania

Ambridge	Marcus Hook
Avalon	McKeesport
Beaver	Mechanicsburg
Bethlehem	Media
Brackenridge	Middletown
Braddock	Millvale
Bristol	Munhall
Cheltenham	Natrona
Chester	New Kensington
Coatesville	Norristown
Columbia	Oil City
Coraopolis	Philadelphia
Darby	Phoenixville
Donora	Pittsburgh
Downingtown	Pottstown
Erie	Rankin
Etna	Reading
Franklin (Ven-	Sewickley
ango County)	Sharpsburg
Harrisburg	Swissvale
Homestead	Tarentum
Lansdowne	West Chester
Lower Merion	Wilkinsburg
Township	York

Rhode Island

Barrington	Lincoln
Bristol	Newport
Burrillville	Pawtucket
Central Falls	Providence
Cranston	Warren
Cumberland	Warwick
East Greenwich	Westerly
East Providence	West Warwick
Johnston	Woonsocket

Vermont

North Bennington

PHILIPPINE RULE IS HARD ON CHINESE

Requirement Regarding the Keeping of Accounts in the Philippines Seems Unreasonable

INQUIRY AT WAR DEPARTMENT

The Merchants' Association, at the instance of some of its members, has made inquiry of the War Department with respect to the necessity for a regulation recently promulgated in the Philippine Islands requiring merchants to keep their accounts either in Spanish or English, or in a native dialect.

A literal enforcement of this regulation would work serious hardship to Chinese firms doing business in the islands who are not acquainted with one of these languages.

It is suggested that such merchants be permitted to keep their accounts in any language that they may choose, with the possible provision that an annual or semi-annual report must be made in the form of an affidavit drafted either in English, Spanish or in a native dialect.

PARCELS FOR FRANCE

**Agreement With the Post Office
Fixes the Dimensions of
Mailable Parcels**

The following announcement has been made by the Post Office Department:

"By agreement between this department and the postal administration of France, the limit of parcel-post packages exchanged between the United States and France has been fixed as follows:

"Greatest length in any direction, four feet, and maximum cubical contents, two cubic feet; that is, a package four feet in length may be eight and one half inches in each of the other directions."

OFFICIAL POSTAL GUIDE FOR 1921

The July issue of the United States Official Postal Guide will be printed at the Government Printing Office, and the Superintendent of Documents will be charged with its sale to the public. The price of the cloth-bound Guide is \$1, and the set of eleven monthly supplements, 50 cents, or a total of \$1.50 for the Guide and supplements for one year.

All subscriptions for the 1921 edition of the Official Postal Guide should be addressed to the Superintendent of Documents, Government Printing Office, Washington, D. C. Remittances for subscriptions should be made only by postal money orders. Currency is sent at senders' risk. Postage stamps, foreign money, defaced or smooth coin will not be accepted.

STATE INCOME TAX

**What the State Collects This Year
Upon 93,700 Incomes Sub-
ject to Taxation**

The following table, summarizing the 93,700 returns made under the New York State Income Tax Law, shows the classification of the income taxpayers in proportion to their incomes:

Income Class	No. of Returns	Amount of Tax
\$1,000 to \$2,000.....	321,170	\$1,015,822
2,000 to 3,000.....	206,280	1,051,142
3,000 to 4,000.....	77,805	1,089,952
4,000 to 5,000.....	39,344	1,012,737
5,000 to 6,000.....	22,297	780,380
6,000 to 7,000.....	14,899	681,225
7,000 to 8,000.....	10,930	607,596
8,000 to 9,000.....	7,700	510,922
9,000 to 10,000.....	5,711	427,236
10,000 to 15,000.....	4,486	389,748
15,000 to 20,000.....	7,533	1,575,102
20,000 to 25,000.....	4,375	1,264,979
25,000 to 30,000.....	2,546	1,058,524
30,000 to 40,000.....	3,047	1,729,575
40,000 to 50,000.....	1,782	1,379,313
50,000 to 60,000.....	867	866,330
60,000 to 70,000.....	700	397,942
70,000 to 80,000.....	406	644,935
80,000 to 90,000.....	461	885,692
90,000 to 100,000.....	342	750,534
100,000 to 150,000.....	764	2,299,974
150,000 to 200,000.....	294	1,351,329
200,000 to 250,000.....	151	908,117
250,000 to 300,000.....	72	535,479
300,000 to 400,000.....	30	750,335
400,000 to 500,000.....	48	603,714
500,000 to 750,000.....	48	841,854
1,000,000 and over.....	40	8,851,366

MR. SMITH A MEMBER

Mr. Alfred L. Smith, Secretary of the Music Industries Chamber of Commerce, and formerly Manager of the Industrial Bureau of The Merchants' Association, is a member of the American Trade Association Executives, which is made up of representatives of old established organizations of manufacturers and distributors of single lines of goods or services.

The Hon. Herbert Hoover, Secretary of Commerce, is cooperating with the Committee with the object of giving wide distribution to helpful production and distribution statistics.

VISITORS TO THE LIBRARY

There were 2,696,609 visitors to the main Public Library building in Forty-second Street last year.

MR. UNTERMYER ON BUILDING WAGES

Counsel for Legislative Investigating Committee Says It Cannot Change Agreed Scale

HE ASKS FOR SUGGESTIONS

Counsel for the Legislative Investigating Committee now sitting in this City, Mr. Samuel Untermyer, has replied to the inquiry sent to him by The Merchants' Association as to an increase of \$1 a day in the wage scale of the Building and Allied Trade which, it was understood, was put in force at the instance of Robert P. Brindell's association, to be paid over by employees for the privilege of being permitted by Brindell to work.

Mr. Untermyer's Reply

The Association asked Mr. Untermyer whether this was true and, if so, what steps the Investigating Committee was taking to restore the wage scale in effect before January 1, 1920.

To this inquiry Mr. Untermyer has made the following response:

"I beg your pardon for not having sooner replied to your letter of May 16 which I find among my unanswered correspondence. The delay has been due to my constant engagement in a legislative investigation.

Forced by Council

"Replying to your inquiry you are misinformed as to the circumstances surrounding the increase in the wage scale. It was the result of the insistent demands of the Unions affiliated with the Building Trades Council, notwithstanding the fact that they were under contracts that did not expire until the end of the year. The Building Trades Employers Association, however, agreed to the increase.

"The answer to your first inquiry answers the second. I quite agree with you that another scale would stimulate building, but there is nothing that the Committee can do in that direction so far as I can see. Can you suggest anything?"

INCREASED SALES ABROAD

This country's sales of fertilizer abroad in 1920 increased 116 per cent as compared with 1919, of lubricating oils 50 per cent, and of gasoline 52 per cent.

EDUCATION IN THE FEDERAL PLAN

**National Chamber of Commerce
Is Asked to Investigate With
a View to Referendum**

SHOULD NOT BE SUBORDINATED

The Merchants' Association has asked the Chamber of Commerce of the United States to make inquiry into the proposal to establish a Federal Department of Education with a view to taking a referendum upon the question.

Letter to the National Chamber

Acting under instructions of the Executive Committee, Mr. S. C. Mead, Secretary of The Association, has written to the National Chamber as follows:

"By unanimous action of the Executive Committee of The Merchants' Association of New York The Association calls to your attention the following facts and urges favorable consideration of the request made herein in reference thereto.

"There has been before Congress for some three years a proposal to establish a Department of Education and to authorize appropriations to encourage the States in the removal of illiteracy, in Americanization, in physical training, in the training of teachers, and in the equalization of educational opportunities. A few weeks ago the President asked Congress to pass without delay a bill creating a Department of Public Welfare, having education as one of its subordinate divisions in company with public health, veteran service administration and what the bill calls, 'Social Activities.'

Should Stand Alone

"It is the belief of many who have made a study of the subject that such a plan would not bring about the advancement in educational leadership which is desired and that the position of education in government departments should be left as it is rather than that it should be included in a new welfare department as a subordinate division.

"In view of the great importance of this subject, The Merchants' Association of New York, as a constituent member of the National Chamber, requests that the United States Chamber of Commerce bring the matter to the attention of the business men of the country and to that end that an appropriate committee be appointed, or an existing committee be

Marine Insurance

The Merchants' Association recently sent a questionnaire to all members interested in overseas business, requesting answers to a list of questions with respect to the development of the Marine Insurance market in the United States.

The questionnaires are now being returned with the information sought and the Marine Insurance Committee will soon begin an analysis of the statements contained in them.

It is hoped that the members will cooperate with The Association by returning the completed questionnaire promptly. Members desiring additional copies of the communication may obtain them by applying at the office.

directed, to conduct the necessary studies and to make a report as a preliminary to securing a referendum on the whole question of establishing a Department of Education and of determining whether education should be subordinated or magnified in relation to other functions of the government.

AVAILABLE HELP

Government Workers Released July 1, Would Like Civilian Places

Twenty-one hundred war emergency employees of the War Department will be released from employment on July 1, 1921. Through the cooperation of the Chamber of Commerce of the United States and local commercial organizations throughout the country, it is hoped that these workers will be re-employed in private life without delay.

Some of these employees formerly lived in New York and desire, upon their release, to secure work here. The Merchants' Association has on file the qualifications of stenographers, typists, clerks, examiners and court reporters, concerning whom it will be glad to give detailed information on request. These employees are all experienced and can be secured at salaries ranging from \$1,000 to \$1,400 per year.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

MOVE TO MITIGATE STREET BEGGING

**Aldermen Consider an Ordinance
Requiring Reports from Agencies Publicly Soliciting Funds**

TOO GENERAL NOW, SAYS BOARD

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The Board of Aldermen has recently shown a marked inclination to stiffen its policy in regard to granting permits to solicit funds for charitable purposes on the streets of the City.

It first put itself on record regarding the increasing number of such applications by accepting in a report from the committee on rules, the following statement: "That it is the belief of the committee that a halt should be called on this practice of soliciting funds publicly in the streets of the City, and the permission should henceforth be denied in extreme emergencies."

The same day Alderman Hannoch of The Bronx introduced an ordinance to regulate such solicitation much more closely than at present. The proposed ordinance requires that all applications, after certain endorsements by individual Aldermen shall be referred to the Committee on Rules without discussion. Applicants are required to file routine information as to names and addresses of officers and agents who shall solicit and in addition to file a sworn statement of receipts and expenditures for the previous year showing amounts received and disbursed for charitable purposes, and the amounts paid in salaries commissions, etc.

When the Committee on Rules and the Board of Aldermen shall have acted favorably, certified copies of the resolution of the Board shall be filed with the police. Furthermore within thirty days of the completion of the collection applicants must file with the Clerk of the Board a sworn statement of all receipts of such public collection. The penalty for conviction of violation, neglect or refusal to comply with any of the provisions of the ordinance shall be a fine of \$500 or imprisonment for sixty days.

The proposed ordinance exempts the American Red Cross and the Salvation Army from its provisions and stipulates further, that it does not apply to collections made in churches or synagogues.

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JUNE 27, 1921

No. 26

New York the Greatest Market in the World

Population of Approximately 23,000,000 Is Enclosed Within a Two Hundred Mile Radius from New York City Hall—This is 22 per Cent of the Population of the United States and Represents a Tremendous Buying Power—Analysis of the New York District

Prepared by the Industrial Bureau of
The Merchants' Association

The 1920 population figures for New York City and vicinity again indicate the tremendous size of the New York market. To the retailer, wholesaler and manufacturer, the transportation and telephone company and to everyone whose business is affected by accessibility to large numbers of people, the great concentration of population in and around New York City must be of commanding importance. Here is a trading center without parallel in magnitude.

A Tremendous Population

Within the City itself are 900,000 more people than in the entire State of Texas and nearly as many as in Ohio, the fourth most populous State in the Union.

The Bronx is as big as Baltimore, Brooklyn is larger than Philadelphia. Manhattan and Queens exceed Chicago by 40,000. Richmond, New York's most sparsely populated borough, is larger than Nashville, Tennessee, or Salt Lake City.

The New York Metropolitan District, which lies easily within the "daily trading area" of New York City, exceeds in population the entire State of Illinois by a sufficient number to populate to their present density the States of Montana, Wyoming, Colorado and Nevada, with enough for Alaska and the Virgin Islands in addition.

If the great cities of Chicago, Philadelphia, Detroit, Cleveland, St. Louis, Boston, Baltimore and Pittsburgh—the eight largest cities of the country excepting New York—were transplanted with all their people to the section lying within fifty miles of New York City, their combined population would not equal the number already resident in this area. There are twice as many people within this district, most of which lies within the daily trading area of New York City, as there are in the whole of Australia, which is 2,500 miles wide and larger in area than the United States. There are a million more people—which means more consumers and more customers—within this district than in the entire Dominion of Canada.

Exceeds Four Nations

Fewer people live in Norway, Sweden, Belgium and Holland together than within a radius of 200 miles of New York City. A million more people live within this district than in all of the Southern States east of the Mississippi River.

Five per cent of the entire population of the United States lives in New York City itself, 13 per cent lives within one hundred miles and more than 21 per cent lives within two hundred miles of the City.

Although it is not known exactly what part of this vast population comes to New York daily, the transportation

figures of nine railroads having terminals here show that the number of people traveling to New York each day would in itself constitute a city as large as Providence or Denver.

Enormous Daily Travel

According to figures reported to the Transit Commission, the total number of passengers arriving and leaving New York City on these railroads during 1920 was 185,973,422. The names of the railroads carrying these passengers are: New York Central; New York, New Haven and Hartford; Central Railroad of New Jersey; Erie; New York, Westchester and Boston; Pennsylvania; Long Island; Lackawanna, and Lehigh Valley. These railroads brought to New York City about 250,000 persons every day during 1920. Each one of these persons is a potential trader in the New York market.

This figure, of course, is by no means complete, as it does not include the many thousands coming to the City daily in automobiles nor those traveling on coastwise steamships or railroads not included in the above list.

The Metropolitan District

The New York Metropolitan District includes, in addition to the five Counties of Greater New York, Nassau County in Long Island and Westchester and Rockland Counties, New York. In New Jersey the following counties are included:

NEW YORK DISTRICT POSSESSES HUGE BUYING POWER

Bergen	Union
Essex	Monmouth
Hudson	Morris
Middlesex	Somerset.
Passaic	

With the exceptions of Rockland County and the Borough of Manhattan, all of the sections of the District have increased their population from 1910 to 1920. The greatest percentage of increase has occurred in The Bronx, the population of which increased from 430,980 in 1910 to 732,016 in 1920, an increase of about 69 per cent.

A Growing Market

A comparison of 1920 census figures with those of 1910 indicates that the growth of New York City and the market in this vicinity has progressed steadily in advance of the growth of the country as a whole.

The district included within the radius of fifty miles of New York City includes, in addition to Greater New York, Nassau County and part of Suffolk County on Long Island, Rockland and Westchester Counties, New York; most of Fairfield County, Connecticut, and in New Jersey, Bergen, Essex, Hudson, Mercer, Middlesex, Monmouth, Morris, Passaic, Somerset, Union Counties, and a part of each of the following Counties:

Hunterdon
Ocean
Sussex
Warren.

The Century Circle

The 100-mile area includes practically all of Long Island, about half of Connecticut, New York State as far north as Dutchess, Ulster and Sullivan Counties, a fifty-mile slice from Eastern Pennsylvania and about three-quarters of the State of New Jersey.

The 150-mile circle crosses Rhode Island and the western part of Massachusetts, passes somewhat north of Albany and west of Williamsport, Pennsylvania, and includes a corner of the State of Maryland and the northern two-thirds of the State of Delaware.

The 200-mile circle includes Boston on one side and touches the outskirts of Washington on the other, passes through Central Pennsylvania and New York, cuts Lake George and includes the lower sections of Vermont and New Hampshire.

The 1910 and 1920 population figures for New York City and the various areas described above, with the percentage of population of the United States included within each of these areas, are given in the following table:

Population Within	1920	1910
New York City.....	5,620,048	4,766,883
New York Metropolitan District.....	8,438,571	6,218,651
50 miles of New York.....	9,120,355	7,569,524
100 miles of New York.....	13,949,231	11,679,132
150 miles of New York.....	17,950,693	15,329,788
200 miles of New York.....	22,904,873	19,751,740

	1920	1910
Cornwall village.....	4,259	5,690
Other towns.....	6,821	7,691
Putnam County (section within 50-mile radius).....	6,275	8,379
Phillipstown town.....	3,272	5,345
Putnam Valley town.....	794	924
Carmel town.....	3,295	2,610

Following is a detailed statement of the 1910 and 1920 population figures for the area included within the 50-mile radius. Figures are given by counties and for the important towns and cities:

POPULATION WITHIN FIFTY MILES OF NEW YORK CITY

NEW YORK STATE

	1920	1910
New York City (total).....	5,620,048	4,766,883
Manhattan Borough.....	2,384,103	2,331,542
Bronx Borough.....	732,016	430,980
Queens Borough.....	496,042	284,041
Brooklyn Borough.....	2,018,356	1,634,351
Richmond Borough.....	116,531	85,969
Nassau County.....	126,120	85,930
Glen Cove City.....	8,664	
Hempstead town, including Cedarhurst, Freeport, Garden City, Long Beach, and others.....	70,790	44,297
North Hempstead town, including Great Neck Estates, Mineola and others.....	26,370	17,881
Oyster Bay town.....	20,296	21,802
Westchester County.....	344,436	283,085
Cortland town, including Croton-on-Hudson and Peekskill villages.....	21,023	22,255
Eastchester town, including Bronxville and Tuckahoe villages.....	9,372	6,422
Greenburg town, including Ardsley, Dobbs Ferry, Elmsford, Hastings-on-Hudson, Irvington and Tarrytown villages.....	23,881	21,148
Mamaroneck town.....	7,801	5,602
Mount Pleasant town.....	14,004	11,868
Mount Vernon city.....	42,726	39,919
New Rochelle city.....	36,213	28,867
Newcastle town, including part of Mount Kisco village.....	3,639	3,573
Ossining town.....	12,353	12,323
Pelham town.....	5,195	2,998
Rye town, including Port Chester and Rye villages and part of Mamaroneck village.....	25,319	19,652
Scarsdale.....	3,506	1,300
White Plains city.....	21,031	17,090
Yonkers city.....	100,176	79,803
Other towns.....	17,692	13,735
Orange County (section within 50-mile radius).....	84,679	36,947
Tuxedo town.....	2,355	2,558
Warwick, including Warwick village.....	7,462	7,141
Monroe town.....	2,630	2,385
Highland, including Highland Falls village.....	6,136	6,133
Goshen town, including Goshen village.....	5,016	5,149
Cornwall town, including		

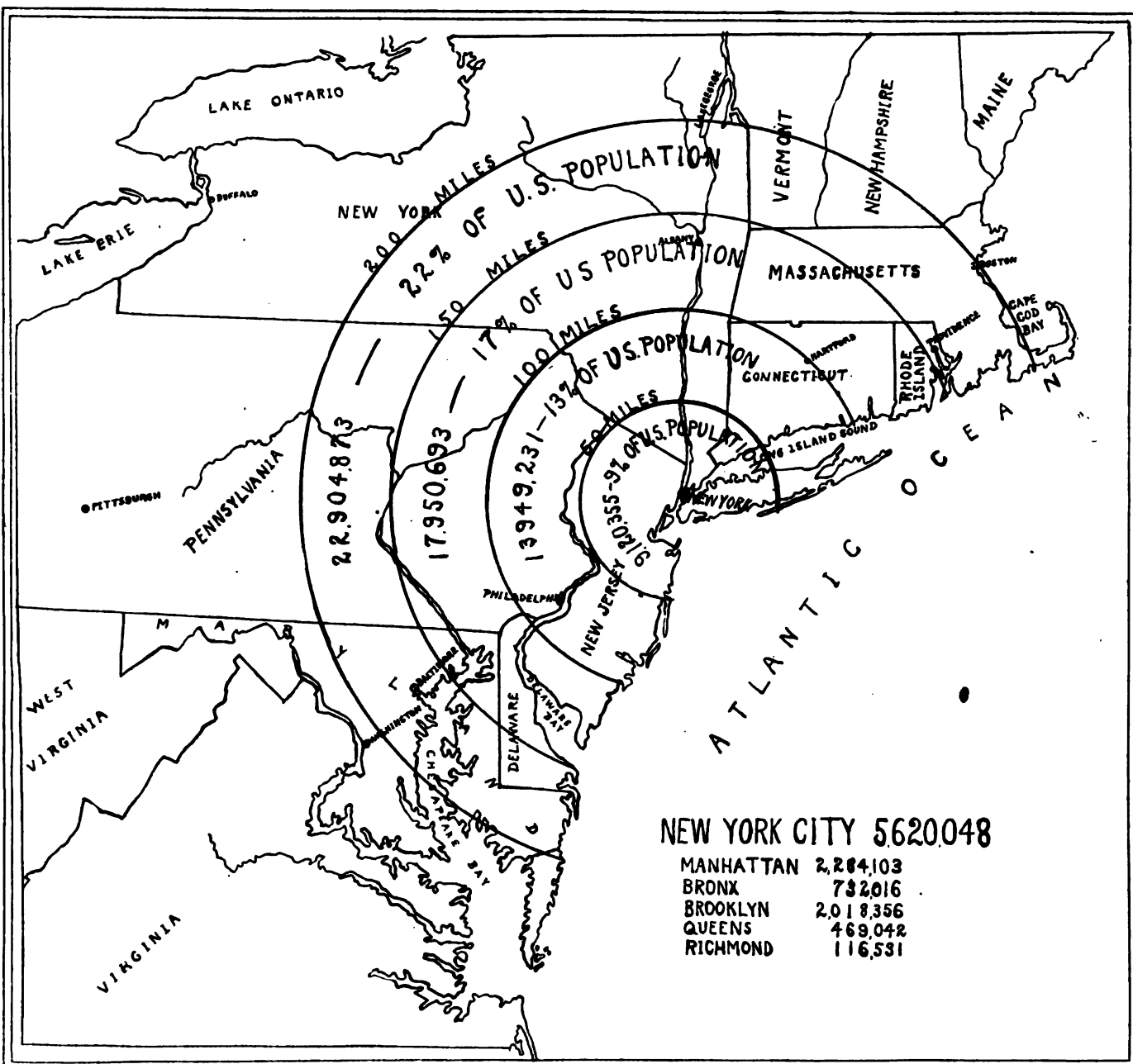
	1920	1910
% of U. S.	5.31	5.18
% of U. S.	7.98	6.75
% of U. S.	8.63	8.23
% of U. S.	13.19	12.69
% of U. S.	16.98	16.67
% of U. S.	21.67	21.47

	1920	1910
Suffolk County (section within 50-mile radius).....	55,031	46,453
Huntington town, including Northport village.....	13,893	12,004
Smithtown town.....	9,114	7,973
Babylon town, including Amityville and Babylon villages.....	11,315	9,634
Islip town.....	20,709	18,346

NEW JERSEY

Bergen County.....	210,703	138,002
Englewood city.....	11,627	9,324
Garfield city.....	19,831	10,213
Hackensack town.....	17,667	14,950
Ridgewood village.....	7,580	5,415
Remainder.....	154,448	98,399
Essex County.....	652,069	512,066
Bloomfield town.....	28,019	15,070
East Orange city.....	50,710	34,371
Irvington town.....	25,480	11,877
Montclair town.....	28,817	21,659
Newark.....	414,524	347,463
Orange city.....	32,268	29,439
West Orange town.....	15,573	10,980
Remainder.....	61,705	41,399
Hudson County.....	629,154	537,231
Bayonne city.....	76,754	55,545
Harrison town.....	15,721	14,498
Hoboken city.....	68,166	70,324
Jersey City.....	298,103	267,779
Kearny town.....	24,724	18,659
North Bergen township.....	23,844	15,662
Union town.....	20,651	21,023
Weehawken township.....	14,485	11,225
West Hoboken town.....	40,074	35,403
West New York town.....	29,926	13,560
Remainder.....	15,206	13,550
Hunterdon County (section within 50-mile radius).....	16,420	16,633
Mercer County.....	150,881	125,087
Hamilton township.....	14,680	7,899
Trenton.....	119,239	96,315
Remainder.....	26,012	20,943
Middlesex County.....	168,334	114,426
New Brunswick.....	32,779	23,383
Perth Amboy.....	41,707	32,121
Raritan township.....	5,419	2,707
Roosevelt borough.....	11,047	5,736
South Amboy.....	7,897	7,007
Woodbridge township.....	13,423	8,348
Remainder.....	50,062	34,469
Monmouth County.....	104,925	94,734
Asbury Park.....	13,400	10,150
Long Branch.....	13,621	13,298
Neptune township.....	6,470	5,661
Red Bank borough.....	9,251	7,398
Remainder.....	63,383	58,337
Morris County.....	82,694	74,704
Boonton.....	5,872	4,930
Dover.....	9,803	7,468
Hanover township.....	3,531	6,223
Morristown.....	12,548	12,597
Remainder.....	46,440	43,571
Ocean County (section within 50-mile radius).....	13,256	12,748
Lakewood township.....	6,110	5,149
Remainder.....	7,146	7,599
Passaic County.....	239,174	215,005
Clifton.....	26,470	11,867
Passaic.....	63,941	54,773
Paterson.....	135,875	125,609
Remainder.....	32,933	23,660

NEARLY 23,000,000 PEOPLE LIVE IN REACH OF CITY



MAP SHOWS THE ENORMOUS PURCHASING POWER OF THE NEW YORK DISTRICT INCLUDED WITHIN THE SWEEP OF A TWO HUNDRED MILE CIRCLE WITH THE CITY OF NEW YORK AS ITS CENTER

	1920	1910
Somerset County	47,991	38,820
Bernards township	4,243	4,608
Bound Brook borough	5,906	3,970
Hillsboro township	5,124	2,313
North Plainfield borough	6,916	6,117
Raritan town	4,457	3,673
Somerville borough	6,718	5,060
Remainder	14,627	13,030
Sussex County (section with- in 50-mile radius)	22,446	23,766
Union County	200,157	140,197
Elizabeth	35,783	73,409
Plainfield	27,700	20,550
Rahway	11,042	9,327
Summit	10,174	7,500
Remainder	55,458	29,401
Warren County (section with- in 50-mile radius)	5,558	5,402

CONNECTICUT

Fairfield County	320,936	245,322
Bridgeport	148,555	102,054
Danbury	22,325	23,562
Fairfield	11,475	6,134
Greenwich town	22,123	16,463
Remainder	121,458	97,169

FOR WATER TRANSPORTATION

The Board of Directors of The Merchants' Association has authorized the President to appoint one or more delegates to the "Ship-by-Water" convention, which will be held in Buffalo, on

June 29-30. The purpose of this convention is to promote the greater use of the Hudson River, the Erie Canal system, and the Great Lakes for the transportation of merchandise.

LIBRARY BOOKS

The New York Public Library has 1,469,521 books and pamphlets in its Reference Department and 1,157,414 books in its Circulation Department, a total of 2,626,935.

World Commerce Restoration Is Leading Theme

Scores of Americans, Representing American Business, Are Attending the First Annual Meeting of the International Chamber of Commerce for the Discussion and Solution of Problems Related to the Exchange of Commodities Between the Nations

Restoration of the world's commerce is the main theme for discussion at the First Annual Meeting of the International Chamber of Commerce which is to be held in London this week.

The United States, Great Britain, France, Italy, Belgium, Holland, Sweden, Denmark, Greece, Poland and Czechoslovakia have sent delegates to the meeting.

The complete list of delegates from this country is as follows:

From New York

Colonel F. W. Abbot, Mr. G. Himman Barrett, Mr. Alfred C. Berolzheimer, Mr. Willis H. Booth, Mr. J. W. Campbell, Mr. William W. Coleman, Mr. Harry E. Danner, Mr. E. L. Doheny, Mr. William T. Coe, Mr. C. B. Ebbert, Mr. Frank O. Foster, Mr. Leopold S. Bache, Mr. A. C. Bedford, Mr. William P. Bonbright, Mr. D. H. Blake, Mr. E. J. Cornish, Mr. W. S. Fellow, Mr. J. Grant Forbes, Mr. Percy Garratt, Mr. Robert Grant, Jr., Mr. W. W. Hawkins, Mr. George E. Holmes, Mr. W. W. Kincaid, Mr. W. E. Kugeman, Mr. Ivy L. Lee, Mr. Henry W. Lowe, Mr. W. M. Macfarlane, Mr. Charles S. Haight, Mr. Stanley J. Quinn, Mr. Elmer Youngman, Mr. F. C. Furlow, Mr. W. Gourley, Mr. W. H. Haun, Mr. Noble F. Hoggson, Mr. Nelson Dean Jay, Mr. Harry J. Lesser, Mr. E. W. Lycett, Mr. Robert McClellan, Mr. Alfred E. Marling, Dr. Van H. Manning, Mr. S. C. Mead, Secretary of The Merchants' Association, Mr. Mercer P. Moseley, Mr. George Murnane, Mr. J. Doull Miller, Mr. E. J. Nally, Mr. Thomas I. Parkinson, Mr. G. E. Pingree, Mr. Edward Prizer, Major George H. Richards, Mr. Archie Roosevelt, Mr. H. F. Russell, Mr. Fidel A. Reyes, Mr. Kenneth H. Rockey, Mr. M. C. Rorty, Mr. David E. Schwab, General Charles E. Sherrill, Mr. J. H. Stabler, Mr. C. C. Stutz, Mr. Arthur P. Williams, Mr. C. C. Speiden, Mr. C. S. Stevens, Mr. W. J. Thomas, Mr. Richard H. Waldo, Mr. H. A. E. Chandler, Mr. George Roberts, Mr. Eustace H. Watson.

From New Jersey

Jersey City—Mr. W. H. Adams; Paterson—Mr. C. L. Auger; Avenel—Mr.

C. A. Wilkerson; Lodi—Mr. Albert Blum.

From Connecticut

Hartford—Mr. W. Irving Bullard; Bridgeport—Mr. Fergus N. MacEchern.

From Illinois

Chicago—Mr. Wyllys W. Baird, Mr. William H. Bush, Mr. Amos C. Dean, Mr. Watkin W. Keath, Mr. John F. Bass, Mr. Edward N. Hurley, Professor Harold G. Moulton, Mr. M. Planer, Mr. Bruns, Mr. R. P. Lamont.

From Massachusetts

Boston—Mr. Charles Bennion, Mr. Edward E. Blodgett, Mr. George Brantwell Baker, Mr. Charles T. Main, Mr. F. S. Blanchard, Mr. John H. Fahey, Mr. Daniel Bloomfield, Mr. Albert Greene Duncan, Mr. E. A. Filene, Mr. Bertram C. Gould. Cambridge—Professor Manley Hudson; Campello—Mr. Marvin M. Rackliffe; Worcester—Mr. Edwin H. Marble, Mr. W. Lacosta Nelson; Watertown—Mr. William B. Laighton; Fall River—Mr. Harold D. Arnold.

From Pennsylvania

Philadelphia—Mr. W. D. Anderson, Mr. E. J. Lavino, Mr. George McFadden, Mr. J. Melvin Strausner, Mr. Guy Gundaker, Mr. John Kremer, Jr., Mr. R. P. C. Sanderson, Colonel John R. Wiggins, Mr. Stanley G. Flagg; Reading—Mr. Henry K. Dick; Pittsburgh—Mr. Edward D. Frohman, Mr. Fred C. Haller, Mr. C. E. Hellen, Mr. John F. Lent, Mr. Maurice W. Spear, Mr. W. S. Bartholomew, Mr. Maurice A. Ockenden, Mr. John A. Donaldson, Mr. W. K. Field; Chester—Mr. J. C. Taylor; Oil City—Major James A. Fawcett.

From Michigan

Detroit—Mr. Jefferson W. Baker, Mr. Robert McBride Grindley, Mr. Walter C. Piper, Mr. H. J. Fish, Mr. Edward A. Sumner; Niles—Mr. Francis J. Plym.

From Missouri

Kansas City—Mr. A. F. Adams, Mr. J. W. Perry, Mr. A. Allen Taylor, Mr. Charles M. Howell, Mr. R. A. Long, Mr. C. D. Parker; St. Louis—Mr. Eugene Angert, Mr. F. O. Watts, Mr. Clarence H. Howard, Mr. W. F. Gephart, Mr. A. J. Murch, Mr. Robert L. Morton.

From Virginia

Danville—Mr. George W. Robertson.

From Oklahoma

Mr. John A. Simpson, Mr. James R. Keaton.

From Egypt

Alexandria—Mr. P. M. McDonald, Mr. William Yale.

From Delaware

Wilmington—Mr. John Bancroft, Mr. Jasper E. Crane, Mr. Joseph S. Hamilton.

From Nebraska

Omaha—Mr. David Cole.

From Ohio

Cleveland—Mr. S. C. Barbour, Mr. M. A. Bradley, Mr. Edward B. Greene, Mr. Max Hellman, Mr. John A. Penton, Mr. Walter H. Cottingham, Mr. Hoyt E. Hayes, Mr. H. C. Terrance; Cincinnati—Mr. E. B. Stanley, Mr. Charles I. Ferguson, Mr. E. B. Danson, Mr. Lennard S. Smith, Mr. George D. Crabbs, Mr. E. A. Edwards; Hamilton—Mr. Lazard Kahn.

From Indiana

Indianapolis—Mr. Charles F. Coffa, Mr. Felix M. McWhirter, Mr. Henry Ostrom, Mr. A. L. Block, Mr. Warren D. Oakes, Mr. R. C. Rubush.

From North Carolina

Charlotte—Mr. Rogers W. Davis.

From Maryland

Baltimore—Mr. Austin McLanahan, Mr. Warner D. Huntington, Mr. George S. Jackson.

From Arizona

Phoenix—Mr. Dwight B. Heard.

From Louisiana

New Orleans—Mr. Frank A. Palen, Mr. M. J. Sanders.

From Tennessee

Memphis—Mr. L. K. Salsbury, Mr. Frank Hayden.

From West Virginia

Parkersburg—Mr. John M. Crawford.

From Kansas

Wichita—Mr. W. M. G. Howse.

AMERICAN DELEGATES TO INTERNATIONAL CHAMBER

From France

Paris—Mr. J. O. Coff, Mr. Lawrence B. Benet.

From District of Columbia

Washington—Mr. Joseph H. Defrees, Mr. Alvin E. Dodd, Mr. W. L. Pryor, Mr. John J. O'Connor, Mr. J. D. A. Morrow, Mr. Merle Thorpe, Mr. N. Sumner Myrick, Mr. Fred De W. Shelton, Mr. C. D. Snow, Mr. Lacey C. Zapf.

From Italy

Milan—Mr. M. P. Hooper, Mr. O. M. Smart, Mr. G. Velez; Naples—Mr. Biagio Borriello.

From Minnesota

Minneapolis—Mr. Theodore Wold.

From Colorado

Denver—Mr. C. A. Fisher.

From Alabama

Gadsden—Mr. N. H. Burt.

From England

London—Mr. Crook, Mr. R. H. Cabell, Mr. George M. Cassatt.

In Five Divisions

The program has been divided into five general subjects, all having an important bearing to the main theme of the conference. The convention will be organized into five groups, each group taking up one of the five general subjects, which are:

Transportation and Communication,
Finance
Production
Distribution
Devastated Regions

Mr. Walker D. Hines, formerly Chairman of the Board of the Santa Fe Railroad and Director General of the United States Railroad Administration, will be Chairman of the Transportation and Communication group.

Strong American Committees have been appointed to represent the United States at the other group meetings.

TRANSPORTATION ENGINEER NAMED

The Port of New York Authority have announced the appointment of Mr. H. C. Bixler, as Transportation Engineer on the Engineering Staff. The offices are at No. 11, Broadway, New York City.

Mr. Bixler has had an extensive experience in Terminal Operation, having had charge of the Terminal Operations for the Pennsylvania Railroad at Pittsburgh, Philadelphia and New York.

SURGEON GENERAL ON QUARANTINE

He Replies to the Report Made by The Merchants' Association on Ellis Island

APPRECIATES THE WORK DONE

United States Surgeon General H. S. Cumming, head of the Public Health Service in the United States Treasury Department, has acknowledged the report made by The Merchants' Association upon immigration conditions at Ellis Island.

Surgeon General Cumming's Letter

Surgeon General Cumming's letter supplements the letter written for the Treasury Department by Assistant Secretary Clifford, and printed in "Greater New York" on June 13. The Surgeon General's reply is as follows:

"I have to acknowledge, with thanks, your letter of May 26 transmitting copy of the report made by your Association's Committee on Immigration and Naturalization with respect to present conditions at Ellis Island. The Bureau desires to assure you of its appreciation of the cordial cooperation extended by your Association.

"The matter of increased facilities at the Quarantine Station (Hoffman's Island) has already been presented to Congress, and it is believed that that body will provide at least \$500,000 for improvements, the money to be available July 1.

Immigration Commissioner Must Decide

"As to the examination of second-class passengers at Ellis Island, rather than on shipboard, the Bureau is in the heartiest accord with the recommendation, but this is a matter that necessarily would have to be decided by the Commissioner of Immigration, since the function of the Public Health Service consists in furnishing medical officers for the examination of aliens at such places and with such facilities as the Commissioner provides.

"The Bureau has been making every possible effort to increase the effectiveness of the delousing plants at European ports of embarkation, and considering that the efforts necessarily had to be exerted in an indirect manner, it is believed that very commendable progress has been made toward this objective. The plant at Danzig has finally been

placed in a satisfactory operating condition, the necessary facilities established at Copenhagen, and improvements made at other European ports, so that at the present time there are reasonably efficient delousing facilities at Danzig, Copenhagen, and other Scandinavian ports, Rotterdam, Hamburg, Antwerp, Charbourg, Havre, Naples, Trieste, and other Italian ports of embarkation. The delousing procedure now carried out at European ports of embarkation, together with the subsequent detention of twelve days prior to the departure of passengers, it is believed will serve to afford all reasonable safeguards to the Port of New York as well as to the country at large, for the prevention of the introduction of typhus. As far as the Bureau is informed, there has been no typhus infected vessel arriving at New York during the past two months, and I believe this can largely be attributed to the measures carried out at the European ports of embarkation.

Pediculosis and Quarantine

"In view of the interest that your Association has displayed in this matter, and its very natural concern in the securing of effective measures for the prevention of the introduction of typhus, I am enclosing a copy of a statement issued by this Bureau in February, which I believe is a fair statement of the situation. As to absolute prohibition of vermin infested passengers, it is my judgment, in view of the very material infestation in the slum population of practically all large American cities, that it would be difficult to defend such a requirement as applying to those areas known to be free from typhus. There is no essential difference between the American louse and the European louse, and any quarantine regulation classifying pediculosis as a quarantinable condition, separate and distinct from its association with typhus, would very probably result in retaliatory measures by foreign governments. The United States Quarantine Regulations at present are directed toward preventing the admission of verminous persons, aliens and citizens alike, when from typhus infected areas, and I believe that those provisions meet every reasonable demand of the situation."

PRINCIPAL IMPORTS IN 1920

This country imported 35,000,000,000 pounds of petroleum in 1920. Sugar came next in quantity, nitrate of soda third, wheat fourth, wood pulp fifth, and printing paper sixth.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



**"To Foster the Trade and Welfare of
New York"**

Telephone Barclay 7660

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NEW YORK CITY AS THE GREATEST MARKET IN THE WORLD

An interesting chart prepared by the Industrial Bureau of The Merchants' Association is printed on another page of this number of "Greater New York." It shows that the New York City district, comprised within a circle of 200 miles radius, furnishes the greatest market in the world for practically all kinds of commodities.

The City itself, the hub of the circle, has a population of 5,620,048, and the population of the district within fifty miles of the City's center is 9,120,355, or 9 per cent of the total population of the United States.

Within the one hundred mile radius dwell 13,949,231 persons, or 13 per cent of the total population; within the 150-mile radius dwell 17,950,693 persons, or 17 per cent of the total population, and within the 200-mile circle the number of inhabitants is 22,904,873, or 22 per cent of the entire population of the country.

The 200-mile circle includes all of the States of Connecticut, Rhode Island, New Jersey and Delaware, and the greater part of Massachusetts and Maryland. About one-half of the States of New York and Pennsylvania, and the southern portions of Vermont and New Hampshire fall within this radius. The large cities, besides New York, which are included in the 200-mile circle are Bridgeport, New Haven, Providence, Boston, Worcester, Springfield, Albany, Utica, Syracuse, Newark, Trenton, Philadelphia and Baltimore. The cities of Washington, Pittsburgh, Buffalo and Rochester lie outside the limit.

It should be borne in mind that more than one-third of the area within the 200-mile circle consists of the Atlantic Ocean.

The significance of this chart will at once be apparent to every business man. It explains why New York City is the greatest industrial center in the world. The purpose of industry is the production of commodities for sale and exchange. The greater the demand for the products of industry, the greater the stimulus to industry. The presence of

such a population as the New York district contains goes a long way toward insuring sales. Industries located in this district, therefore, in addition to this assurance, save freight and handling charges, which is of material advantage. The Merchants' Association, through its Industrial Bureau, has often pointed out the other advantages which go with an industrial location here, such as an adequate supply of skilled labor and facilities for shipment abroad such as no other location can offer.

It should be remembered, too, that large centers of population, such as Rochester, Buffalo, and Pittsburgh, lie just outside the 200-mile limit, and that the Erie Canal and Great Lakes offer a cheap and easy method of shipment to the numerous centers of population on the Great Lakes, while the coastwise traffic in and out of the City reaches to the entire Atlantic seaboard.

UNEMPLOYMENT

Upon the basis of figures supplied by the State Department of Labor, and analyzed by the Industrial Bureau of The Merchants' Association, it is estimated that more than 300,000 persons are out of work in New York City at this time.

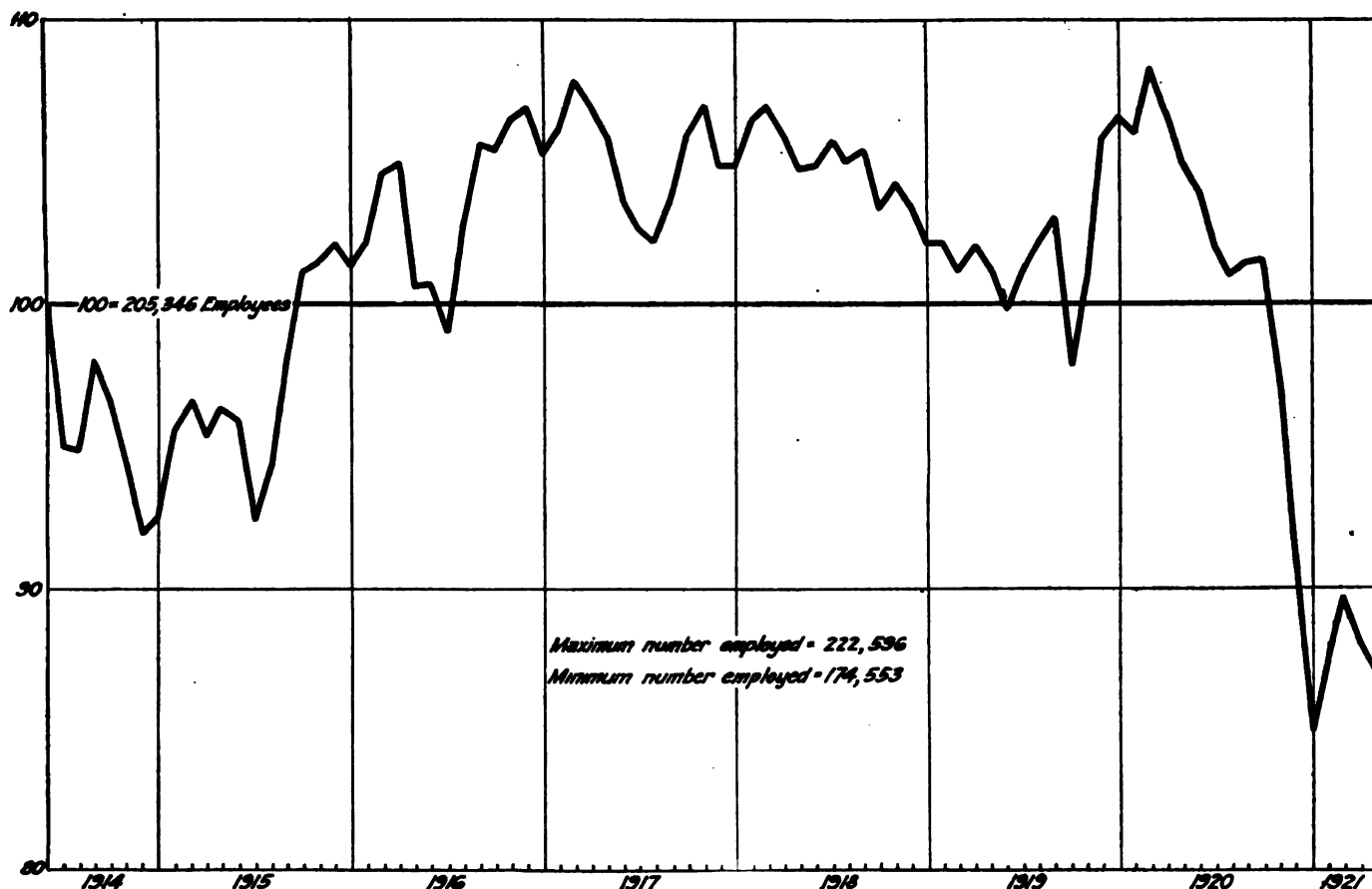
This means about 10,000 more persons unemployed than was the case at the worst of the business depression of 1914 and 1915, before the war.

During the dull period of six and seven years ago, much ado was made over conditions. Emergency measures were taken to provide sustenance and temporary housing for unfortunates who were unable to find anything to do. Fortunately, it has not been found necessary to adopt similar measures at this time.

There are some noticeable differences in the employment situation now and then. Chief among them is the fact that the wage level is now materially higher than it was during the previous period of depression, so that more people can be provided for out of earnings, even though the number of unemployed is actually greater.

FEWER ARE NOW WORKING IN FACTORIES THAN IN 1914

Approximately 300,000 Are Unemployed in New York City, According to Figures Furnished by the State Department of Labor—Computation Based on 778 Industrial Plants



FLUCTUATIONS OF EMPLOYMENT IN 778 NEW YORK CITY FACTORIES FROM JULY, 1914 TO MAY, 1921

According to figures supplied to the Industrial Bureau of The Merchants' Association by the State Department of Labor, employment in New York City factories has decreased about 20 per cent from the peak reached in March, 1920.

Analysis of 778 Plants

This conclusion is reached from an analysis of reports from 778 New York City plants representing fifty-five different industries, selected on the basis of their relative importance in the industrial activity of the City. The reports are complete down to May, 1921.

At the peak of employment during the period from July, 1914, to May, 1921, 222,593 persons were employed in the 778 factories. In January, 1921, the lowest point in the curve during the period, 175,000 were employed. Last month this number reached 179,000, indicating, however, that about 43,000 fewer people were employed in these

778 plants than at the peak of 1920.

The accompanying chart shows graphically the fluctuation in the number of persons employed in these plants from July, 1914, to May, 1921.

Worse Than in 1914

The striking fact shown by the chart is that the extent of unemployment at the present time, as far as factory work is concerned, is measurably greater than in the winter of 1914 and 1915, when the community was much aroused concerning the seriousness of the situation. In December, 1914, when the earlier depression was at its worst, 10,000 more persons were employed in the 778 plants than in the month just passed.

Percentage of Unemployment

Assuming that 45.2 per cent of the present total population in this City over ten years of age is gainfully employed, as was the case according to the 1910 census, and that the percentage of unemployment in the 778 factories is

typical of all lines of business and industry, it has been estimated that there are more than 300,000 persons out of work in New York City at the present time.

Detailed statistics showing the trend of employment in each of the fifty-five separate industries covered by the reports made to the State Industrial Commission are on file in the office of The Association's Industrial Bureau, and additional figures are received monthly showing current changes in the course of employment. Upon request the Bureau will be glad to furnish interested members with information concerning the status of employment in given industries.

AUSTRALIA'S POPULATION

The Australian census figures show that the Commonwealth now has a population of 5,419,702, an increase of 970,000 over 1911. The males outnumber the females by about 83,000.

GREAT CHRISTIAN ENDEAVOR MEETING IS COMING

More Than 20,000 Members of the Organization Will Meet Here From July 6 to July 11 and Preparations Are Now Being Made for Their Reception

New York has just begun to wake up to the fact that this City is to entertain from July 6 to July 11, 1921, one of the most significant international gatherings ever invited to enjoy its hospitality. The Sixth World's Christian Endeavor Convention is to assemble here at that time, with an attendance of registered delegates probably in excess of 20,000 and many thousand others who will be in attendance at the various general and special sessions of the Convention.

Great Religious Gathering

The Armory of the 71st Regiment at Thirty-fourth Street and Park Avenue, will be the general assembly hall, with practically all of the churches within a convenient radius of that location allotted to overflow meetings and special departmental meetings. The indications are that this will be the greatest religious gathering ever held in the history of the Christian Church throughout the world, a prediction justified by the experience of past conventions.

It would be difficult to over estimate the importance to this City, and, indeed, to the world at large, of the impressions that will be taken back to their homes by these thousands of alert young men and women. Their interpretation of the spirit of the Metropolis will carry far and should have a marked influence upon the present spirit of unrest existing the world over. Already the newspapers of the country are accenting the contrast in ideals and impulses between those who will attend this convention and those who make up the uneasy forces.

Importance Recognized by Leaders

The importance of the Christian Endeavor convention has been recognized by leaders for many years. In 1889, Benjamin Harrison, then President of the United States, greeted the convention at Philadelphia. In 1892, William McKinley, then Governor of Ohio, addressed the convention in Cleveland.

This has been characteristic of the recognition of the convention on other occasions. National and State officials will be in attendance in the New York Convention this year and it is expected

that President Harding and Vice-President Coolidge and several members of the Cabinet will participate.

Founded in Maine in 1881

The Young People's Society of Christian Endeavor has for its birthday February 2, 1881, and therefore is more than forty years of age at this time of the great gathering in New York. The first Society was formed by the Rev. Francis E. Clark, D. D., in the Williston Congregational Church, Portland, Maine. Some fifty young people signed the original constitution which was presented to them and thus they became charter members of the new society.

National conventions representing the United Societies were drawing thousands of delegates together within five years after the first society was organized. The convention at Philadelphia in 1889 brought 6,500 delegates together. One year later at St. Louis, there were 8,000 in attendance. At Minneapolis in 1891, more than 14,000 assembled. The convention of 1892, held in New York, was attended by more than 35,000 persons, delegates and spectators. Montreal, Cleveland, Boston, Washington, San Francisco, Cincinnati, Denver, Baltimore, Seattle, St. Paul, Atlantic City and Los Angeles have been among the convention cities, with attendance reaching many thousands in each instance.

World Conventions

The world-wide spread of Christian Endeavor as an organization required the introduction of world conventions to supplement the national and international conventions. These world conventions have been held at Geneva in Switzerland, at London in England, and at Agra in India, for example. It had been planned that the Sixth Quadrennial World's Convention should be held in New York City in 1917, but the World War compelled postponement, and therefore 1921 sees the consolidation in one great event of the Sixth World's and the Twenty-eighth International Christian Endeavor Convention in this City, an extraordinary event.

The breadth of the Christian Endeavor movement and its freedom from

denominationalism, are shown by the attitude of the various Christian denominations towards it. Among the outstanding principles of the Christian Endeavor movement are loyalty to the local church and denomination, as expressed in the pledge, and interdenominational fellowship, manifesting itself in united work through the Christian Endeavor Unions. Every society is amenable to its own church and pastor, and manages its own affairs in subjection to its own church board.

Spirit of Cooperation

When Christian Endeavor undertakes work in a foreign land, it does not present itself as a missionary organization, a substitute for the church work that is being done there. Instead, it places itself at the service of those already in the field, providing a tested plan by which the young people can be developed into a factor of strength as a part of the existing activities.

For instance, the word has come out of Russia that the Greek Church will welcome Christian Endeavor in that great land which soon must begin to emerge from chaos.

This is characteristic of the opportunities and the spirit of Christian Endeavor. It is known that the people are waiting in Finland, Esthonia, Latvia, Germany, China, Mexico, South America, India and elsewhere, to welcome this particular form of Christian effort. This could not be true if it were narrowly sectarian or denominational in its impulse. The heads of the foreign mission activities of the American Board, the Reformed Church, the Presbyterian Board, the American Baptists and many others testify to this effect.

A Potent Influence

It is all this which justifies the declaration that Christian Endeavor is in a position to be one of the most potent influences in this disturbed world, toward restoring order and understanding among the peoples. If the young people of all nations can be brought into a better understanding of each other and into a truer fellowship, they will be building a solid foundation for peace and justice among men.

The determination of a world policy

CHRISTIAN ENDEAVOR CONVENTION TO BE HELD HERE

is but one of the great elements in the convention. Distinguished leaders in every phase of constructive Christian activity will have a part in the successive programs day by day. It will be a working convention as well as an inspirational convention, practical as well as idealistic, American in its influence and service, just as truly as foreign.

Citizenship Building

The building of citizenship is at the forefront of Christian Endeavor ideals. Special convention emphasis is to be placed on a series of conferences on that subject. Some of the leading men in New York will participate in that practical, constructive part of the program.

Manifestly, work of such magnitude and breadth of vision could not be carried through if Christian Endeavor represented only the younger people. Out of the ranks of Christian Endeavor have developed, year by year, many of the most prominent figures in all branches of Christian work, and they retain their fellowship as alumni in the organization in which they gained their first experience, and as participants in all the continuing activities.

It is this fortunate combination by which the enthusiasm and the vigor of young people are harnessed up with the experience and resources of older folk of similar vision, that makes Christian Endeavor and this convention of surpassing importance right now. The guidance of the work, nationally and internationally, the administration of the resources, and the development and execution of the far-reaching plans, are under an authority which is shared by leaders competent to represent such important world movements.

Names on the Program

On the program appear such names as Mr. John R. Mott, Mr. Robert E. Speer, the Hon. William Jennings Bryan, Mr. Fred B. Smith, Mr. Ira D. Landrith, Mr. Homer Rodeheaver, Mr. Francis E. Clark, Mr. William Hiram Foulkes, Mr. Daniel A. Poling, Mr. E. P. Gates, Mr. Sherwood Eddy, Mr. William A. Sunday, Mr. Roger Babson, Postmaster General Will H. Hays and the Hon. Frederick A. Wallis.

The large amount of work that Christian Endeavor has been able to accomplish has been made possible through volunteer unsalaried service on the part

of thousands of workers. No other organization with world extensions, it seems safe to say, has carried on its work at anything like the small expense which has marked Christian Endeavor effort.

In other cities and in other years, the convention expenses, as well as a large part of the funds to support the continuing activities of Christian Endeavor throughout the world, have been paid by the delegates themselves as a part of their registration and membership fees. In the present instance, however, with the City of New York proffering its hospitality to the great convention, it is believed that the Metropolis will not wish its guests to pay for that hospitality.

Will Raise \$40,000

Conventions of far less significance, far smaller in the number of delegates, political, fraternal, etc., cost the cities where they are held from \$100,000 upward, and are considered worth all that they cost, even from the most selfish point of view. Thanks to the very careful organization of this convention, the large amount of volunteer work, the vigorous economies and careful budgeting all along the line, the amount required from the Metropolitan District to finance the convention and its collateral expenses, is computed at only \$40,000. This amount it is that must be raised by the friends of Christian Endeavor from sources naturally sympathetic to such a cause.

Organization and Headquarters

The organization charged with the preparations for this great Convention in New York, planning the program, the hospitality, and the financing of the expenses, is under the Chairmanship of the Hon. Frederick A. Wallis, United States Commissioner of Immigration at Ellis Island. The Treasurer is Mr. John T. Sproull, President of the Coal and Iron National Bank. On the General Committee of One Hundred, appear such names as those of the Hon. M. Linn Bruce, Mr. William Hamlin Childs, Mr. Coleman DuPont, Mr. John McE. Bowman, Mr. Charles D. Hilles, Mr. Harry Emerson Fosdick, the Hon. Job Hedges, Mr. William Fellowes Morgan, Mr. Herbert Noble, Mr. E. E. Olcott, Mr. Henry Morgenthau, Mr. Charles H. Sabin, the Hon. R. A. C. Smith, the Hon. Charles S. Whitman, Mr. Henry Rogers Win-

throp, the Hon. George W. Wickersham, Mr. E. C. Sage, Mr. Charles E. Jefferson, Mr. Robert E. Speer, Mr. Cornelius E. Woelfkin, Mr. Willis D. Wood, and other leaders in every phase of worthy activity.

The Convention headquarters office is at 276 Fifth Avenue and the office of the Finance Committee at Room 1002, Sixty-two West Forty-fifth Street.

JULY CONVENTIONS

National and International Meetings Will Be Held in This City in Midsummer Month

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of July:

Brooklyn Shoe Style Show—July 6-8.
Young Peoples' Society of Christian Endeavor—July 6-11.

American Association of Wholesale Hatters—July 7-8.

American Designers' Association—July 7-9.

Woodmen of the World—July 7-16.

International Steel and Copper Plate Engravers League—July 11.

International Plate Printers and Die Stampers Union of North America—July 11.

Order of Sons of St. George,* New York State—July 11-13.

National Confectionery Salesmen's Association of America—July 12-14.

Jobbers' Association of Dress Fabric Buyers—July 18.

National Retail Merchants' Exposition—July 18, August 13.

Catholic Benevolent Legion—N. Y. State Council—July 19-20.

Manufacturers' Aircraft Association—July.

More June Conventions

The Convention Bureau of the Merchants' Association announces the following additions to the list of June conventions published in the May 30 issue of "Greater New York":

New York State Optometric Society—June 27.

Fox Film Corporation—June 27-July 1.

INDUSTRIES DEMAND FEDERAL TURNOVER SALES TAX

Hearing on Chamber of Commerce Tax Referendum Reveals Strong Sentiment in Favor of General Sales Tax—Present Excise System Is Opposed as Unjust

A hearing on the second Tax Referendum of the Chamber of Commerce of the United States was given by The Merchants' Association's Committee on Taxation and Public Revenue last Thursday in the Assembly Room of The Association.

Sales Tax Favored

Upward of thirty representatives of various lines of industry attended the hearing. Most of them favored a general turnover sales tax and protested against the present sales taxes which are levied upon industries selected upon no guiding principle.

Mr. Henry Ives Cobb, Chairman of The Association's Committee on Taxation and Public Revenue, presided over the meeting. He began by explaining its purpose, saying it had been called at the request of members of The Association, who had asked to be heard before The Association decided how its ten votes should be cast on the Referendum. He asserted that the Government had always received a large revenue from sales taxes imposed in different forms and that many articles of consumption were now subject to it under the scheme of war taxation which was imposed to raise the largest possible revenue. He pointed out that some business men believe that instead of taxing certain articles sales tax should be made more general.

Music Industries for Sales Tax

The first speaker was Mr. Alfred L. Smith, Secretary of the Music Industries Chamber of Commerce. He said that about forty or fifty members of his organization were members of The Merchants' Association and that he spoke for ten manufacturers of musical instruments, as follows: J. and C. Fisher, Fred Gretsch Manufacturing Company, Steinway and Brothers, Sonora Phonograph Company, Jacob Doll and Sons, Incorporated, Kranich and Bach, Kohler and Campbell, Haddorff Piano Company, Waterson, Berlin and Snyder, and Buegeleisen and Jacobson.

Mr. Smith said that the present sales tax is a war tax and that it imposed a great burden upon the industry which he represented, which was compelled to pay the tax far in advance of actual sales. He believed that a general sales

tax should be levied and, in the music industry, he said that it would amount to two and one-quarter per cent.

Chewing Gum Men and Jewelers Object

Mr. M. D. Bromberg, representing the American Chicle Company and the National Association of Chewing Gum Manufacturers, wrote an editorial advocating a turnover sales tax. He said that his industry now paid three per cent and that it would not object to any tax, no matter what it might be, so long as it was a general tax.

Mr. Meyer D. Rothchild, representing the American Gem and Pearl Company, said that there were 175 jeweler members of The Merchants' Association and that he believed he represented them all. They now pay five per cent consumption tax, he said, and they object strongly to the injustice of being singled out for taxation. He favored a general turnover tax as fair.

Mr. Rothchild said that he believed The Merchants' Association could be helpful in suggesting the form of taxation, as it is one of the greatest organizations in the country. In answer to questions he declared that the Government could raise enough money to meet its expenses and pay the national debt in ten years out of the proceeds of tariff, inheritance, income and sales taxes.

Sporting Goods and Furs

Mr. H. B. Spalding, of A. G. Spalding and Brothers, sporting goods, said that he favored a sales tax. He discussed at length the various objections to the present method of levying taxes on sales.

Mr. Adolph Engel, of A. and J. Engel, representing the Associated Fur Manufacturers, Fur Manufacturers' Association, American Fur Dealers' Association, Mutual Protective Association, Fur Dressers and Fur Dyers' Association, the Retail Fur Association and the Bronx Retail Furriers, said that his industry asked to be relieved of the ten per cent tax on manufactured furs which the industry had been assured was imposed mainly for the purpose of diverting employees from a so-called non-essential industry to war work.

He said that the fur industry of New

York City controlled eighty-five per cent of the entire industry, but that it could not live much longer unless the ten per cent tax was removed, and he explained why this tax was especially burdensome when imposed upon manufacturers who are unable to make collections under eight or ten months. Mr. Engel commended the attitude of The Merchants' Association toward its members.

Against the Sales Tax

Mr. Jacob de Jong, representing the Flower and Feather Manufacturers of America, opposed a sales tax. He declared that it would be hard to convince the laboring man that he was paying the one hundred and twenty-five million dollar tax on automobiles, or that he was paying the tax on sporting goods. He did not believe that a sales tax would meet the views of seventy-five per cent of the people of the country.

"If the ultimate consumer pays the tax," he said, "what difference does it make what form of tax is imposed? I am not in favor of taking the tax off diamond necklaces and putting it on the bone collar button, or of removing the tax from the automobile and placing it on the pushcart. These are times when we should go carefully. We should be cautious before we take the taxes of luxuries and put them on necessities."

Mr. de Jong predicted that the sales tax would never become a law.

Wants Turnover Tax

Mr. George D. Zahm, representing the New York State Association of Manufacturers of Confectionery and Chocolates, asked for a general turnover sales tax in preference to the present excise taxes. He said that the majority of confectioners were now selling their product at a loss and at the same time were paying a five per cent tax to the government.

Mr. Clement M. Biddle, of the Biddle Purchasing Company, favored a retail sales tax rather than the general turnover sales tax.

The Committee will report to the Board of Directors of The Association.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

COST OF LIVING IN NEW YORK CITY

Interesting Figures Compiled by
the Industrial Bureau of
This Association

THREE ITEMS ARE INCREASING

Prepared by the Industrial Bureau of
The Merchants' Association

Figures recently compiled by the Bureau of Labor Statistics of the United States Department of Labor show that the cost of living in New York City in May had dropped 17 per cent below the high point reached in June, 1920, but that it was still nearly 82 per cent above the December, 1914, average.

Figures in Detail

The accompanying tables gives the figures in detail. The percentage weighting of different items is based upon the expenditures of a family of five.

Items of expenditure	Per cent of total expenditure
Food	42.0
Clothing	16.1
Housing	14.3
Fuel and Light	4.3
Furniture and Furnishings	3.3
Miscellaneous	18.7
TOTAL	100.0

Three Items of Increase

While the figures show that the cost of living in this district has decreased nearly 10 per cent during the last five months, it is significant to note that three out of the six groups of commodities comprising the index have steadily continued to increase.

The marked declines in food, clothing and furniture and furnishings, however, have more than offset the increases in housing, fuel and light and miscellaneous items, which are the groups that have continued to rise.

At the present time food and housing costs in this district are about 42 per cent above the 1914 average. Fuel and light are nearly twice as high as seven years ago. Miscellaneous items are more than 117 per cent above the pre-war base, while clothing and furniture and furnishings show an increase of over 150 per cent.

Industry Increases

A preliminary statement of the 1920 Census of Manufacturers, recently is-

sued by the United States Bureau of the Census, shows an increase in the number of manufacturing plants in the country and the value of products manufactured in them in 1914 and 1919 as follows:

	No. of Establishments	Value of Products
1914	275,791	\$24,246,435,000
1919	288,376	\$62,588,905,000

Statistics for the clothing industry, a very large percentage of which is carried on in New York City, show a similar increase:

	No. of Establishments	Value of Products
Men's } 1914	4,830	\$ 458,211,000
Clothing } 1919	5,255	1,158,007,000
Women's } 1914	5,564	\$ 473,888,000
Clothing } 1919	7,546	1,184,099,000

Camp Duty and Pay

The Industrial Bureau has recently obtained information from ten of the largest employers of male office workers in the City as to their policy in regard to extra vacations for men who attend

Per cent of increase from December, 1914, to—		
June	Dec.	May
1920	1920	1921
105.3	75.5	42.5
241.4	201.8	159.5
33.4	38.1	42.2
60.1	87.5	95.9
205.1	185.9	156.5
111.9	116.3	117.6
<hr/>		<hr/>
119.2	101.4	81.7

National Guard Camps during the summer. Of these ten concerns, seven pay men who have to go to camp while they are there and in addition give them their usual vacations, two do not allow any extra time for camp duty and one has no definite policy.

Of the seven concerns which allow extra vacations and pay for time spent at camp, one states that the men return to the concern the amount which the State pays for attendance at camp, and another states that when a concern allows an additional two weeks' vacation, few of the men take advantage of the full time, usually contenting themselves with a few extra days.

Legislative Service Last Month

The Legislative Service Bureau of The Merchants' Association responded to one hundred and sixty-three requests for information during the month of May. These requests related to eighty-one pieces of Federal legislation and thirty-four pieces of State legislation. City ordinances and miscellaneous matters were involved in forty-eight of the inquiries.

CAPPER-TINCHER BILL DISAPPROVED

Executive Committee Joins in Pro-
test Against Interference With
Future Selling of Grain

UNWARRANTED INTERFERENCE

The New York Produce Exchange on June 1 transmitted to The Merchants' Association a copy of resolutions adopted by its Board of Managers on the subject of government control and regulation of business with special reference to the Capper-Tincher bill, H. R. 5676, directed against the future trade in grain, which bill is now before the United States Senate, with the request that similar action be taken by The Merchants Association.

Capper-Tincher Bill Opposed

The Capper-Tincher bill has been considered by this Association's Committee on Commercial Law, which recommended the adoption by The Association of the following resolution:

"Resolved, That The Merchants' Association of New York is opposed to the proposals contained in the Capper-Tincher Bill, S. 593 and H. R. 5676, taxing contracts for the sale of grain for future delivery, and options for such contracts, and providing for the regulation of boards of trade, on the ground that the proposed legislation would result in unneeded and unwarranted governmental interference with a business that is now successfully conducted by private enterprise and should not be subjected to such uneconomic forces as is proposed in the Capper-Tincher Bill."

The resolution was approved and adopted by the Executive Committee of The Association at its meeting last Wednesday.

APRIL TRADE FIGURES

The foreign trade of the Port of New York showed a marked shrinkage during April. Total exports were \$126,539,645, as compared with \$155,157,590 for the previous month and \$295,225,995 for April, 1920. Exports from Europe continued to decline. For March they were valued at \$75,974,045, but April's return shows a falling off to \$64,504,585.

MORE CENTERS FOR DAYLIGHT SAVING

Many Cities and Towns Which Do Not Have the Reform Favor a Federal Law

SENTIMENT CONTINUES TO GROW

A list of cities and towns in the Eastern Time Zone which have adopted Daylight Saving was printed recently in "Greater New York."

These towns are all in favor of the passage by Congress of such a law as the Eastern Zone Daylight Saving Association is advocating before Congress.

Want a Federal Law

Cities and towns which, for one reason or another have not adopted Daylight Saving this year, but are in favor of Federal action are given by States in the following list:

Connecticut	
City	Attitude
Darien	All in favor of Federal action.
Greenwich	Federal action only proper way.
Groton	Favorable to local action, but rescinded in accordance with State Legislative action.
Orange	In favor of daylight saving time.
Plainville	Generally favorable to Federal action.
Seymour	Only town in the valley on standard time, but favorable to daylight.
Westport	Anything less than Federal law works confusion.
Windsor	Factory of General Electric Co. is in accordance with daylight saving time.
Maine	
Belfast	Farming population against daylight saving; manufacturing for.
Calais	Favor adoption by Federal action.
Dexter	Favor adoption by Federal action.
Skowhegan	Favor Federal daylight saving law.
Waterville	Approve local option plan.

Maryland

Baltimore Prefer Federal action to local action, but favorable to local action.

New Hampshire

Dover Apparently favorable to Federal action.
 Exeter Majority in favor of Federal action.
 Franklin Strongly in favor of Federal action.
 Keene Would be better pleased with Federal than with local action.
 Manchester Favorable to Federal action.

New Jersey

Lambertville ... Ninety per cent in favor of Federal action.
 Salem Favor National settlement of question.

New York

Batavia Approve Federal action.
 Binghamton ... More favorable to Federal than local action.
 Canandaigua ... Favorable to Federal action.
 Gouverneur ... Village in favor of Federal action; surrounding farming district against.

Jamestown More in favor of Federal than local action.
 Norwich Favorable to Federal action.
 Olean Favorable to Federal action.
 Palmyra Not strongly opposed to Federal action.
 Perry Approve Federal action; local option a fizzle.
 Salamanca Stores close at 5 P. M. instead of having daylight saving.
 Walton Village contains about four-fifths of population of township and that population is in favor of daylight saving.
 Waverly Federal action would be well received.

North Carolina

Greenville Favorable to Federal action.
 Ohio

East Cleveland.. Local action very popular.
 Findlay Favorable to Federal action.
 Kenton In favor of Federal action.
 Lima Favorable to Federal action.
 Marietta Favorable to local action.
 Piqua Federal action should be continued.
 Sidney Favorable to local action.
 Urbana Favorable to Federal action.

Pennsylvania

Allentown Favorable to Federal action.
 Bradford Think action should be Federal.
 Hanover Favorable to Federal action.
 Jeanette Federal action would be very acceptable.
 Kane Very favorable to Federal action.
 Lansford Favorable to Federal action.
 Milton Attitude toward Federal action decidedly affirmative.
 Mount Pleasant.. Attitude toward Federal action divided but more favorable than to local.
 Nazareth Unanimously in favor of Federal action.
 New Brighton... In favor of Federal action.
 New Castle..... Majority favor local action but no effort was made.
 Pen Argyl..... Favorable to Federal action.
 Pittston Strongly favorable to Federal action.
 St. Marys..... Favor Federal action.
 Sharon In favor of Federal action. Would appreciate any action that would keep plan here.
 Sharpville Favorable to Federal action.
 Warren Federal law would meet approval of borough.
 Wilkes-Barre ... Favorable to Federal action.

Vermont

Brattleboro "We are willing to have noon midnight if everywhere else it is the same. We don't like the idea of a mixture."
 Montpelier Favorable to Federal action.
 Springfield In favor of Federal action.

West Virginia

Clarksburg In favor of Congress acting.

Saving Daylight

The following places should be added to the list printed in last week's issue of "Greater New York" showing cities and towns operating under Daylight Saving:

Connecticut

*Berlin
 *Derby
 *Hamden
 *New Britain
 *New Haven
 *Rockville

New Jersey

East Rutherford Plainfield
 Haddonfield Ridgewood
 Newton Summit

New York

Croton-on-Hudson Wappingers Falls
 Sands Point

Pennsylvania

Ambler North Braddock
 Dormont Schuylkill Haven

*The names of the Connecticut towns that are preceded by an asterisk indicate that because the State law prohibits it, clocks have not been moved forward, but that nevertheless the town or city is operating under a Daylight Saving schedule.

GOOD CHARITIES ARE HURT BY BAD

Mythical "Seaside Home" Injures Real Institution Bearing the Same Name

INJURY DONE BY "FAKES"

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The bogus charity collector thrives on the misunderstanding she creates by her use, for her "causes," of slight variations of the names of familiar and thoroughly responsible welfare agencies. These worthy agencies meantime not only suffer an actual loss of revenue from the donations so diverted, but lose public regard by reason of the methods employed by the bogus solicitors.

Worthy Enterprises Hurt by Fakes

Comment on a recent article, "Here is a Home Nobody Can Find," in this column in "Greater New York" offers interesting evidence in this connection. It will be recalled that this article stated that for eighteen years a mysterious solicitor had been collecting sporadically for a non-existent "Seaside Home" at Lakewood, New Jersey. This article apparently brought home to more than one reader the fact that he had been victimized by the "short woman with a little black book" while believing that he was making his contribution to an entirely worthy charity. "It was my fault," said one, "I jumped at the conclusion that this was the Seaside Home my wife used to give to. But the solicitor certainly let me jump." "I assumed that the home on Long Island we sometimes give to had moved," said another, "and the woman agreed with everything I said, even when I regretted that so well run a charity should be sending out door to door solicitors."

Excellent Seaside Homes Exist

Of course "Seaside Home" as a name is no name at all so far as identification is concerned. The shores of New Jersey and Long Island bristle with them. There are several excellent ones on the Connecticut shore; Trinity Church has a particularly good one at Great River, Long Island.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

JUL 5 1921

UNIV. OF MICH.
"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JULY 4, 1921

No. 27

Reports Submitted to International Chamber**Americans Submit Proposals Affecting Relations Between the Nations—Questions of the First Importance to the Resumption of Foreign Commerce Are Formulated and Discussed by the Delegates—Economic Situation Holds Foremost Place in Deliberations**

A number of reports were submitted to the first annual meeting of the International Chamber of Commerce in London, last week, by the American delegates.

The Merchants' Association was represented in the Convention by ten delegates including its Secretary, Mr. S. C. Mead.

The Economic Situation

In a report presented by Mr. A. C. Bedford, Chairman of the American delegation, and American Vice-President of the International Chamber, the delegation presented an economic summary of the situation.

"The United States," says the report "is one of the chief sufferers from the partial dislocation of the trade of the world, and unless she is prepared to extend credits on a large scale must look forward to a great decrease of her export trade, which will react unfavorably upon industrial conditions and retard her recovery from the present depression."

"At the same time, the fact that the war has changed her status from that of a debtor to that of a creditor nation shows that she must also be prepared to receive imports in larger volume than formerly, and such an increase may react unfavorably on certain lines of trade."

The report says that liquidation of frozen credits is proceeding; that easier

TO MEMBERS

Do not fail to read the article regarding Federal Tax legislation on page 5; then answer the questions on the enclosed postal card, sign and mail it.

money is in prospect, and that the strain on the banks probably passed its peak last autumn.

"The liquidation of 1920 has left many frozen credits which cannot be thawed out until prosperity returns, and its aftermath will be felt for a long time to come. Whether, upon the whole, the liabilities which will have to be carried forward into the next business cycle will exceed in number and magnitude those which have had to be reckoned with in times past is a question which admits of no present answer."

International Arbitration

The Committee commends the International Chamber for its effort in promoting the arbitration of commercial disputes, and urges that this method of settling commercial differences be extended by including an arbitration clause in all individual business agreements, to the end that the expense and delay incident to litigation may be eliminated, and that Commercial arbitration

may be adopted speedily as a principle in all international trade.

An important recommendation of the Committee is that an international convention, based upon those relating to patents, copyrights and trademarks, now in force among groups of States, should be arranged to prohibit all unfair practices against citizens of a foreign nation. The branding of merchandise as made in one country, when actually produced in a different country, is cited as an example.

As one of the means of restoring the world's commerce, the Committee urges that customs regulations at frontiers and ports of entry should be made as uniform and simple as possible.

To Settle Commercial Disputes

The creation of a Permanent International Committee for the purpose of settling difficulties arising in the exchange of goods between nationals of different countries was proposed by the American delegates upon the basis of a report presented by the American Committee on Distribution.

The American Committee proposes that the International Committee be made up of two distinguished distributors from each country affiliated with the International Chamber. It would be empowered to make its own rules, to promulgate its own decisions in matters like standard documents, uniform

AMERICANS PRESENT IMPORTANT PROPOSALS

clauses in contracts, arbitration practice and the like, and to act for the benefit of distribution in any way that does not conflict with the general arrangements of the International Chamber.

Standardized Production

Standardization of manufactured products was urged by the American delegates as a means of promoting efficiency and eliminating waste. A report upon fabricated production in the United States was presented by the American Committee on Fabricated Production, of which Mr. Alba B. Johnson of Philadelphia is Chairman.

"In the lack of standards and excessive variety in production of commodities is found the prime cause of stagnant stocks of commodities and congestion in distribution," the American Committee says.

"The efforts of the United States Government, with the cooperation of industry, in reducing this variety during the war gave evidence of the practicability of such an undertaking and the benefits to industry."

Uniform Bills of Lading

A report from the American Merchant Marine Committee, of which Mr. H. H. Raymond of this City is Chairman, was presented to the International Chamber. In its report the Committee made the following proposal:

"That for the purpose of obtaining the general cooperation of carriers, shippers, underwriters and bankers, the International Chamber of Commerce, at its London meeting, be requested to appoint a Uniform Bill of Lading Committee, upon which all of the important maritime nations shall be represented, the representative of each country to be instructed to seek the cooperation of the various interested parties in his own country, in the adoption of uniform forms.

"That, so far as practicable, uniform insurance clauses should be adopted, with particular reference to the uniform bills of lading, as soon as those forms are adopted, in order that a shipper may, in every instance, have a clear claim, either against the carrier or against the underwriter, whenever loss or damage occurs."

Railroad Equipment

The American Committee on Land Transportation, of which Mr. Samuel L.

Felton, President of the Chicago Great Western Railroad Company, Chicago, is Chairman, proposed the establishment of an International Railroad Equipment Association to finance the sale of equipment to railroads throughout the world. The Committee says in its report:

"In view of the shortage of capital in foreign countries, it is probable that the additions and betterments of the physical railroad properties and the necessity for increased equipment cannot be locally financed for some time. We suggest that negotiations be entered into with a view to bringing American bankers and the fiscal heads of the nations interested together for the purpose of organizing an International Equipment Association. It would be the purpose of this association to furnish funds for equipment required, to the extent of perhaps seventy-five per cent of its value, with notes guaranteed by the government of the country concerned in the transaction; an initial payment of twenty-five per cent to be made by the purchaser."

Port Facilities

Standardization of port facilities was proposed by the American Committee on Port Facilities, of which Mr. Lewis B. Stillwell of this City is Chairman.

The Committee recommends that the International Chamber endeavor to secure substantial agreements among the proper authorities of the nations represented at the London conference in establishing fundamental principles of best practice covering the following: Depth of channel; quays and piers; warehousing facilities; mechanical equipment; bunkering facilities; relation of railroad facilities to warehousing; marine repair facilities; zoning within ports; port charges; replacement of private ownership by public ownership of port facilities; standard definitions of port terminology, and such additional subjects as the International Chamber may determine.

The appointment of a Port Facilities Committee of the International Chamber was recommended in order that the work of standardization might be carried on systematically from year to year.

PER CAPITA CIRCULATION

The average per capita money circulation in this country on June 1 was estimated at \$55.43 for each of the 107,947,000 inhabitants, as compared with \$57.42 on June 1 of last year, and \$56.31 on May 1 of this year.

CHANGES MADE IN COMMITTEE LIST

**Mr. Hall Succeeds Mr. Dahl As
Chairman of the Committee
On Industrial Relations**

COMMITTEE MUCH ENLARGED

Various changes are being made in the Committees of The Merchants' Association in preparation for active operation after the vacation season is over.

Industrial Relations Committee

Mr. E. K. Hall, Vice-President of the American Telephone and Telegraph Company, has been appointed Chairman of The Association's Industrial Relations Committee, to succeed Mr. Gerhard M. Dahl, who remains a member of the Committee. The following names have been added to the membership of the Committee:

Mr. Lincoln Cromwell, William Iselin and Company.

Mr. Sidney Blumenthal, President of Sidney Blumenthal and Company Incorporated.

Mr. Harold A. Hatch, Treasurer of Deering, Milliken and Company.

Mr. C. S. Ching, United States Rubber Company, Supervisor of Industrial Relations.

Mr. Lee K. Frankel, Vice-President of the Metropolitan Life Insurance Company.

Mr. Robert B. Wolf, of the R. B. Wolf Company.

The other members of the Committee, besides Mr. Hall and Mr. Dahl, are:

Mr. Louis B. Schram, President of the India Wharf Brewing Company.

Mr. Walter C. Teagle, President of the Standard Oil Company of New Jersey.

Mr. Owen D. Young, Vice-President and General Counsel of the General Electric Company.

MAY FIRE LOSS

The losses by fire in the United States and Canada during the month of May, as compiled from the daily records of The Journal of Commerce, aggregated \$23,956,800 as compared with \$25,440,300 last year and \$16,516,300 in May, 1919.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

DIRECTORS ELECT FOURTEEN MEMBERS

**Action Taken on Applications At
Meeting of the Board Held
Last Thursday**

VARIETY IN THE APPLICATIONS

The following individuals, firms and corporations were elected to membership in The Merchants' Association by the Directors last Thursday:

American Jewish Publishing Corporation, The, Mr. Morris Weinberg, President, 183 East Broadway—Publishers of "The Day and The Warheit."

Fort Dearborn Coal and Export Company, Incorporated, Mr. H. M. Hall, President, 3804 Woolworth Building—Wholesale Coal.

Hervey, Barber and McKee, Mr. Arthur William Barber, 34 Nassau Street—Lawyers.

Illinois Glass Company, Mr. J. A. Hodge, District Manager, 15 Murray Street—Manufacturers Glass Bottles.

Morkrum Company, Mr. E. P. Koukol, Manager, New York Office, 707 Pulitzer Building—Manufacturers Printing Telegraph Equipment.

National Process Company, Incorporated, Mr. George E. Loder, President, 117 East Twenty-fourth Street—Offset Printers and Lithographers.

Ormsby, Sidney C., Company, Mr. Lindley Z. Murray, 18 Vesey Street—Shorthand Reporting.

Rickard and Company, Incorporated, Mr. William L. Rickard, President, 25 Spruce Street—Industrial and Technical Advertising.

Sarasohn and Son, Mr. Leon Kemaiky, 187 East Broadway—Publishers of "Daily News"—"Das Tageblatt."

Simons, Ernest, Manufacturing Company, Mr. David B. Reynolds, 25 Madison Avenue—Manufacturers Night Robes and Pajamas and Cotton Sheets and Pillow Cases.

Sprinkle, Mr. Peter O., President, Taunton Drapery Mills, Incorporated, 215 Fourth Avenue—Weavers and Converters Drapery Fabrics.

Tanzer and Lane, Mr. Laurence Arnold Tanzer, 261 Broadway—Lawyers.

Van Dyke Smelting and Refining Works, Incorporated, Mr. Barney Hess, President, 92 Van Dyke Street, Brooklyn—Smelting and Refining Metals.

Whitney and Kemmerer, Mr. H. C.

Haggerty, General Sales Agent, 143 Liberty Street—Miners and Shippers Coal.

WOULD HAMPER TRADE

In accordance with the action of the Board of Directors of The Merchants' Association opposing the Capper-Tincher bill, taxing contracts for the sale of grain for future delivery and providing for the regulation of Boards of Trade, The Merchants' Association has written to Senator Norris, Chairman of the Senate Committee on Agriculture and Forestry, and to Representative Haugen, Chairman of the House Committee on Agriculture, expressing disapproval of the bill as uneconomic.

DAYLIGHT SAVING BILL FOR CAPITAL

**Measure Would Give Thousands
of Government Employees
Benefit of the Reform**

EXTOLLED BY THE COMMITTEE

A Daylight Saving bill affecting the District of Columbia has been introduced by Senator Jones, of Washington, Chairman of the Senate Committee on the District of Columbia, and by Representative Ackerman of New Jersey.

The Daylight Saving Bill

The District of Columbia Daylight Saving bill reads as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That at two o'clock antemeridian on the first Sunday after the date when this Act becomes a law the standard time in the District of Columbia in all Government departments and agencies, including Congress and the government of the District of Columbia, and for the operation of street-car lines, shall be advanced one hour, and at two o'clock antemeridian of the last Sunday in April of each year thereafter the standard time of the District of Columbia in these services shall be advanced one hour, and at two o'clock antemeridian on the last Sunday in September in each year the standard time of the District of Columbia in such activities shall be the retarding of one hour be returned to the mean astronomical standard time of the said District."

The bill is accompanied by a report from the Committee on the District of

Columbia in which the following passage occurs:

"This measure is what is known as a 'Daylight Saving bill.' It applies only to the District of Columbia. Whatever valid objections may be urged against general legislation of this kind by any particular interest or industry, such objections can not apply to legislation affecting only the District of Columbia. This legislation will bring comfort, pleasure, and good health to the great majority of the people here. Many of the great cities of the country have this system and its benefits are apparent. The fundamental reasons for this legislation are set out in the letter from the District Commissioners which is printed herewith and made a part of this report."

Broadened by Commission

The Board of Commissioners of the District of Columbia, by Mr. Cuno H. Rudolph, its President, which was asked to express an opinion upon the proposed legislation, reported as follows:

"The bill provides for Daylight Saving hours 'in all Government departments and agencies, including Congress, and for the operation of street-car lines.' The commissioners believe it should be amended by inserting in lieu of the words 'in all Government departments and agencies' the words 'the several Executive departments and independent Government establishments, and the government of the District of Columbia.' As it is worded at present, it would not include the government of the District of Columbia.

"While the bill provides that it shall only apply to governmental establishments, there is no doubt that private establishments would of necessity have to follow the daylight schedule if it were adopted for governmental establishments.

"The commissioners believe that the object of the bill is meritorious. The additional hour of daylight which would be gained will afford more time for recreation and pleasure, thus tending to build up the general physical condition of the people. It will also prove of economic benefit in the saving of gas and electricity for illuminating purposes.

"While sentiment as to Daylight Saving is not unanimous, the commissioners believe that its advantages outweigh its disadvantages and they recommend favorable action on the bill."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.
OWEN D. YOUNG; Vice-President and General Counsel of the General Electric Company.

MEMBERS OF THE MERCHANTS' ASSOCIATION ARE ASKED TO EXPRESS THEIR VIEWS ON FEDERAL TAXATION

Hardly any question now before the country equals in importance the question of how the Federal tax laws shall be revised. Some kind of legislation is scheduled for action by Congress and its character is now being formulated in Washington.

The question is of especial importance to business men because of its bearing upon business activities. It has been asserted that the present tax system constitutes a serious handicap to the resumption of business activity and that it must be changed before prosperity can return. On the other hand, objection is made to the proposals for new taxes as a substitute for the present system.

The obligations of the Government must be met and they must be met from the proceeds of taxation. The war must be paid for. Nobody disputes these assertions.

What everybody wants is to obtain the fairest possible method of raising the money that the Government requires, and the Directors of The Merchants' Association are seeking the views of the members of The Association before they express an opinion which will bind The Association under its By-laws. It is therefore of the highest importance that every member who has any preference with regard to Federal tax methods shall express it.

NATIONAL GUARD SERVICE

Every business man is directly interested in the efficiency of the National Guard of the State of New York. The excellence of this organization has long been a matter of pride to the State.

The Guard cannot continue to exist on its present basis unless the men composing it are properly drilled. The season for camp duty is about to open and commanding officers are naturally anxious that the men should have the opportunity to perfect themselves in military science.

The Merchants' Association strongly

urges all employers of members of the National Guard to arrange matters so that the men may obtain the leave of absence necessary to enable them to perform field duty. There appears to be a general willingness among employers to do this and a general realization of its importance.

DEFLATION OF FOREIGN TRADE

The foreign trade of the United States decreased more than a billion dollars during the eleven months ending last May, according to the figures of the Department of Commerce. The following table gives the totals for May and for the eleven months as compared with similar periods of last year.

	May 1921	1920
Imports	\$208,000,000	\$451,004,944
Exports	330,000,000	745,522,222
Excess of exports.....	122,000,000	314,518,278

11 Months, Ending May

	1921	1920
Imports	\$3,471,876,268	\$4,685,746,569
Exports	6,179,603,978	7,479,611,906
Excess of exports.....	2,707,727,690	2,792,865,326

The country's foreign trade in merchandise in May compares with the preceding month and with the same month last year as follows:

	May, 1921	April, 1921	May, 1920
Exports	\$330,000,000	\$339,914,987	\$745,522,222
Imports	208,000,000	254,571,024	431,004,554
Exc. exp.....	\$122,000,000	\$85,343,963	\$314,518,278

Export and import trade in merchandise for the eleven months ended with May, 1921, compare with the same period in a series of years (000 omitted):

	Exports	Imports	Exc. Exports
1921	\$6,180,000	\$3,472,000	\$2,708,000
1920	7,480,761	4,685,746	2,795,015
1919	6,304,419	2,802,804	3,501,615
1918	5,435,911	2,685,305	2,750,606
1917	5,720,026	2,352,701	3,367,325
1916	3,868,796	1,952,088	1,916,708
1915	2,500,041	1,616,474	883,567
1914	2,207,507	1,736,454	471,052
1913	2,302,479	1,681,762	620,716

These figures tell their own story, but it is a long lane that has no turning, and many persons are convinced that the turn in the deflation lane is at hand. A meeting of the International Chamber of Commerce in London last week, in which this Association was represented by ten delegates is working to restore normal conditions.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

What Do You Think About Federal Tax Revision?

Do You Want the Present System Modified and Retained or Would You Prefer the Substitution of a Tax on Sales for the Excess Profits Tax and Some of the Taxes on Business?

—The Board of Directors of The Merchants' Association Wants Your Opinion

Every member of The Merchants' Association is requested by the Board of Directors of The Association to express an opinion with regard to the character of the impending revision of the Federal tax system, which constitutes the most important question before the country.

Each member is asked by the Board to answer the questions upon the enclosed postal card, sign and mail it. By so doing, he will express his opinion as to whether the present Federal tax plan, materially modified, should be continued or whether a Sales Tax should be made a feature of the system.

Acted on Committee Report

In making this request to the members the Board of Directors acted upon a report from The Association's Committee on Taxation and Public Revenue, of which Mr. Henry Ives Cobb is Chairman. This report was as follows:

"We have considered Referendum No. 36 of the Chamber of Commerce of the United States in relation to forms of taxation, and have held a numerously attended public hearing. We have also received a very considerable number of letters demurring to action by this Committee on the ground of prejudice.

"We are of the opinion that the questions involved are of such a nature that every member of The Association should have further opportunity to present his views to the Board of Directors and we therefore recommend that prior to action on Referendum No. 36 of the Chamber of Commerce of the United States, the questions contained therein, and others essential to the question, be submitted to the entire membership of The Merchants' Association.

Directors Ask for Members' Views

In accordance with this report the Directors made the following request of the members:

"To the Members of The Merchants' Association of New York:

"The Board of Directors wish to know your views upon Revision of Federal Taxation.

"It is conceded that the Excess Profits Tax will be repealed, causing a loss of

Federal Taxation

To All Members of The Merchants' Association of New York:

The Board of Directors wish to know your views upon Revision of Federal Taxation.

It is conceded that the Excess Profits Tax will be repealed, causing a loss of about \$450,000,000 revenue. There will be considerable shrinkage in the revenues from other sources. This lost revenue must be replaced.

There are two principal alternative methods:

1. Retention and increase of present taxes at high rates on relatively FEW business transactions; and the addition of new taxes on business.

2. Substitution therefor of a sales tax, at a low rate, on ALL business transactions.

The second proposal implies the repeal of the various additional taxes levied on business transactions, to meet war needs.

If a Sales Tax be substituted for the present system should it be

3. A Tax on Retail Sales ONLY;

or

4. A Tax on Each Turnover of Goods, Wares and Merchandise only;

or

5. A Tax on ALL Turnovers, which would include all transfers of property of every kind?

A postal card, upon which these propositions are stated, is enclosed. Please indicate your views thereon, SIGN it, and return to this office.

*By Order of the Board of Directors,
S. C. MEAD,
Secretary.*

June 30, 1921.

about \$450,000,000 revenue. There will be considerable shrinkage in the revenues from other sources. This lost revenue must be replaced.

"There are two principal alternative methods:

"1. Retention and increase of present taxes at high rates on relatively few business transactions; and the addition of new taxes on business.

"2. Substitution therefor of a Sales Tax, at a low rate, on all business transactions.

"The second proposal implies the repeal of the various additional taxes levied on business transactions to meet war needs.

"If a Sales Tax be substituted for the present system, should it be

"1. A Tax on Retail Sales Only;
or

"4. A Tax on Each Turnover of Goods, Wares and Merchandise Only;
or

"5 A Tax on ALL Turnovers, which would include all transfers of property of every kind?

"A postal card, upon which these propositions are stated, is enclosed. Please indicate your views thereon, SIGN it, and return to this office.

"By Order of the Board of Directors,
S. C. Mead,
"Secretary."

Sources of Federal Tax Revenues

The tax revenues of the Federal Government are at present derived mainly from the following classes of taxes:

1. Income Tax on Individuals.
2. Income Tax on Corporations.
3. Excess Profits Tax.
4. Estate (or Inheritance) Tax.
5. Tax on Transportation, Communication and insurance: Freight Rates, 3 per cent; Passenger and Pullman Fares, 8 per cent; Pipe Line Charges, 8 per cent; Telegraph and Telephone Messages, 5-10 cents; Leased Wires, 10 per cent; Life Insurance, 8 cents per \$100; Marine, Inland, Fire and Casualty Insurance, 1 per cent.

6. Taxes on Sales of Beverages: Soft Drinks, Soda Water, Ice Cream, etc. (So-called "Nuisance" Taxes.)

7. Taxes on Tobacco and Manufacturers of Tobacco.

8. Tax on Admissions and Dues.

9. Excise Taxes on Sales: On Various Specific Articles, from 3 to 10 per cent. On Numerous Articles, particu-

SECRETARY MELLON'S PLAN TO REVISE FEDERAL TAXES

larly Clothing, in excess of a specified value, Jewelry, Furs (the so-called Luxury Taxes), Perfumes, Medicinal Preparations, Moving Picture Films, etc., etc.

10. Special Taxes on Occupations, Privileges, etc.: Capital Stock of Corporations; Brokers; Places of Amusement, etc.; Renting Automobiles; Manufacturers of Tobacco Products; Pleasure Boats; Opium and Similar Drugs.

11. Stamp Taxes: On Documents, Instruments, Transfers, Certificates, Insurance Policies, Evidences of Sales on Exchanges, etc., etc., and on Playing Cards.

Taxing Plan of the Secretary of the Treasury

The Secretary of the Treasury has made the following recommendations to Congress:

1. Repeal of the Excess Profits Tax, resulting in a loss of about \$450,000,000 revenue.

2. Increase in the Income Tax on Corporations, and repeal of the \$2,000 exemption applicable to corporations. This additional tax on corporations would produce revenue about equal to the revenue lost by repeal of the excess profits tax.

3. Reduction of the maximum surtaxes on individual incomes as a necessary means for promoting investments in taxable instead of tax-exempt securities. The Secretary holds that while a small immediate loss in revenue would result, the ultimate effect should be an increase in revenue.

4. Retention of the miscellaneous specific sales taxes and excise taxes, including the transportation tax, the tobacco taxes, the tax on admissions and the capital stock tax.

5. Repeal of the minor "nuisance" taxes, such as the taxes on fountain drinks and the miscellaneous taxes levied under Section 904 (the "luxury" taxes), which are difficult to enforce, relatively unproductive and unnecessarily vexatious. The loss of revenue resulting from this repeal is estimated at about \$50,000,000.

6. Imposition of sufficient new or additional taxes of wide application, such as increased stamp taxes or a license tax on the use of automobiles.

Secretary Mellon therefore proposes continuance of all existing taxes except the Excess Profits Tax and the minor special and miscellaneous taxes com-

monly called "nuisance" and "luxury" taxes, with a decrease in the surtaxes on individual incomes, and an increase in the rate upon corporate incomes (probably from 10 per cent to 16 per cent). He further proposes "new or additional taxes of wide application, such as increased stamp taxes or a license tax on the use of automobiles" to produce needed additional revenue.

Alternative Proposals

Many business men object to various features in the present plan of taxation. They contend—

1. That the complexity of the present system subjects the business community to a huge burden of accounting and legal expenses (in addition to the amount of the tax), which burden would be escaped under a similar system.

2. That for the same reason the Government's administrative cost is excessive.

3. That the excise taxes discriminate heavily against the industries to which they apply, others not being subject to an equivalent tax. The excise taxes of from 3 to 10 per cent tend seriously to harm some industries by materially reducing the volume of sales because of compulsory enhancement of selling prices, sometimes to a prohibitory point.

4. That the tax on transportation is extremely detrimental to all forms of industry and business.

Want Tax on Sales

Because of these and other defects they advocate the repeal of all the existing War Taxes on Business with the exception of the Income Tax on Individuals and the Estate or Inheritance Tax, and the substitution for the taxes so repealed of a single tax upon sales in excess of a specified amount.

They contend that such a tax would remove all inequalities in the distribution of taxation, impose upon each business class only its fair and equal share of the burden, and admit of a very low rate, by reason of its wide distribution.

They contend further that this plan would remove all complexities, and thus to a large degree make unnecessary the heavy legal and accounting expenses now required; and that the cost of administration would also be greatly reduced.

Objection to Sales Tax

It has been objected to the proposed sales tax that it would place the entire

burden of taxation upon ultimate consumers.

To this objection the advocates of the sales tax reply that the ultimate consumer already bears that burden inasmuch as all business costs, including taxes, are included in the selling prices of commodities or services or in rents. They claim, moreover, that when the amount of the tax to be paid in the future is uncertain or contingent (as in most cases under the present conditions) the estimated amount is "loaded," to be on the side of safety. The element of tax-cost is thus inflated at each transfer; likewise at each transfer a margin for profit is added, based upon such tax-cost inflation. When the article reaches the consumer, the price which he pays comprises not only the true tax-costs but a heavy accretion of loading and profit charges based thereon. These conditions, resulting in large part from uncertainty as to the actual tax-cost (which cannot be known until after the close of the fiscal year), are claimed to be a principal cause of unduly inflated prices, which must be paid by the ultimate consumer.

The advocates of a sole sales tax contend that, with the adoption of a simple tax at a low and definitely fixed rate to be applied to all sales, uncertainty will be abolished and the element of tax-cost (inflated by loading and profit based thereon) in sales to ultimate consumers will be greatly reduced; that prices will be correspondingly reduced; and therefore that the tax burden of the ultimate consumer will be reduced instead of increased.

THE LYONS FAIR

Information Regarding October Event Will Be Supplied by the Official Delegate

The Merchants' Association has received a communication from Mr. Emile Garden, 150 Nassau Street, New York City, Official Delegate for the United States, with respect to the Lyons Fair, which is to be held in Lyons, France, from October 1 to October 15 next.

Mr. Garden announces that he will be glad to furnish prospective exhibitors at this Fair with full information respecting the method in which the Fair will be conducted.

SALESMEN ASK FOR INTERCHANGEABLE MILEAGE RATES

Traveling Men Point Out That They Create Business for the Railroads and Are Therefore Entitled to Special Consideration—Other Traffic News

Prepared by the Traffic Bureau of The Merchants' Association

The withdrawal by the Director General of Railroads while the railroads were under Federal control, of the wholesale form of passenger transportation mileage books which the commercial traveler had theretofore enjoyed, has seriously affected the earning capacity of the more than 600,000 traveling men engaged in the selling and distribution of merchandise and the promotion of commerce by the interchange of commodities between the people of the country.

Reduction of Freight Feared

It is believed that the high cost of traveling and incidental expenses to which the commercial traveler is placed will mean not only a diminution in the number of traveling men, with a reduction in the revenues of the railroads derived from that source, but it will likewise mean a reduction in the volume of freight to be handled, as the entire energies of the traveling man, by reason of his vocation, are toward promoting commerce.

It is the view of the manufacturers and merchants that if the direct expense of maintaining a corps of traveling salesmen can be reduced, it will result in the more intensive use of the commercial traveler in the marketing of goods, creating at the same time a spirit of rivalry and competition between these agents of commerce, with the result that business activity will be the sooner restored.

A Creator of Commerce

Public policy would seem to require consideration by the railroads in encouraging the commercial traveler, as he, in fact, is a substantial agency in creating commerce, which furnishes the commodities entering into transportation from which the carriers derive their earnings. The commercial traveler is a regular and consistent patron of the road, and he should be given different consideration from the ordinary traveler, especially when he is prepared to purchase his transportation in wholesale quantities.

In the consideration of the numerous communications received by The Mer-

chants' Association of New York from its members with respect to the reinstatement of mileage books for commercial travelers, it was the recommendation of the Transportation Committee that serious consideration should be given by the carriers of the United States to the adoption of a three or five-thousand-mile interchangeable mileage book at reduced rates approximating the same relation to the standard rate of fare which prevailed prior to the war.

Salesmen Appoint Committee

As the question of the issuance of interchangeable mileage books for commercial travelers is one of National scope, involving the traveling men throughout the country, the National Council of Traveling Salesmen's Association, Inc., the constituent members of which comprise more than twenty subordinate traveling and salesmen's associations, has appointed a committee for the purpose of actively pursuing the matter both with the railroads and the Commission.

Makes Many Changes

Docket No. 7, Consolidated Classification, Is Important

The Traffic Bureau has received Docket No. 7 of the Consolidated Classification, providing for hearings of the Official, Southern and Western Classification Committees at Atlanta, July 13, New York City, July 18, and Chicago, July 25-29, for consideration of petitions for changes in rules, descriptions, ratings and minimum weights.

Changes Proposed

The Docket proposes to change rules 5, 15, 32, and 35.

Rule 5-Section 6 by the addition of:

(d) Except as provided in Rule 39: Articles that will expand or liquefy under possible increases in temperature during transportation, must be in containers that will not leak and have sufficient outage space to permit expansion without forcing any of the contents out of the container.

Wooden barrels used for transportation of Oils must be of kiln-dried Oak or other suitable wood; whole barrels of not over 55 gallon capacity must have not less than 6 hoops, weighing not less than 9 pounds per set. Barrels must be stenciled inside or lined with coat of glue, paraffine or other suitable lining and outside must be painted or varnished. All hoops must be well driven and blige and quarter hoops fastened with hoop fasteners.

Rule 15-Section 3 changed to read:

When freight is loaded in a car by shipper, the shipper shall indicate on shipping ticket or bill of lading whether shipment is tendered as a less carload or carload shipment. If tendered as carload shipment and car is not fully loaded and is forwarded without other freight therein, the shipment will be charged for as a carload. If shipper neglects to designate shipment as a less carload or carload shipment and the marking and packing rules governing less carload shipments are not observed, and the car is not fully loaded and is forwarded without other freight therein, the shipment will be charged for as a carload.

Rule 32 changed to read:

Section 1—Unless otherwise provided, in determining the gross weight of the commodity which is loaded in cars, the bunkers or tanks of which contain ice, the weight of such ice shall be added to the stencilled tare weight of the car.

Note—This is not intended to affect weight agreement or tariff estimated weights.

Section 2—In determining the gross weight of the commodity in carloads where ice or other preservative is loaded in body of car for the protection of the freight, provided the rules of carriers permit such loading, the weight of such ice or other preservative shall be added to the stencilled tare weight of the car, but if such material is taken by consignee charge shall be made on actual weight of the ice or other preservative in car at destination and at the rate applicable upon the freight which it accompanies; if not taken by consignee it becomes the property of the carrier.

Section 3—No allowance in weight will be made for ice or other preservative placed in the same package with the freight.

Rule 35 by the addition of Section 8:

Where tank cars are loaded to full shell capacity and weighed by sworn Weighmaster, weights as per sworn Weighmaster's certificate will apply.

Rule 35-Section 8, by the addition of:

Inflammable liquids having a flash point lower than 200 degrees Fahrenheit including petroleum and petroleum products, other than fuel, gas or road oil, in tank cars, must not be shipped and will not be delivered unless consigned to parties accepting delivery on private sidings, or consigned to parties accepting delivery from Railroad Sidings where facilities exist for piping the liquid from tank cars to permanent storage tanks.

To cancel Note 2, Item 14, page 218, Consolidated Classification No. 2.

Other Proposed Changes

In addition to changes in the rules mentioned above, there are numerous additions and changes governing the descriptions, ratings, and minimum weights in individual items.

The hearing upon the proposed changes in New York City on July 18 will be held at Room 408, 143 Liberty Street by appointment. Applications should be made to Mr. F. W. Smith, Chairman, Official Classification Committee for assignment.

A copy of the Docket is on file in the Traffic Bureau where it may be examined by interested members.

ASKS CONTINUANCE OF STATE EMPLOYMENT BUREAUS

This Association, in View of Prevalent Unemployment, Requests That State Agencies for Bringing Workers and Jobs Together Be Retained

Continuance of the State Employment Bureaus, in view of the general condition of unemployment throughout the State, is strongly urged by The Merchants' Association.

Industrial Relations Report

Action was taken by the Executive Committee of The Association upon a report submitted by its Committee on Industrial Relations, of which Mr. E. K. Hall is Chairman, as follows:

"It has been brought to the attention of your Committee on Industrial Relations that as a result of the reorganization of the New York State Department of Labor there is likelihood that the work of the State employment bureaus will be greatly curtailed. Especially in the light of the extensive unemployment which has prevailed in this City and throughout the State for several months, your Committee has deemed this matter of sufficient importance to make it the subject of special inquiry, and submits for your consideration the following conclusions:

A Proper Public Function

"Your Committee believes that the operation of employment bureaus is a proper public function, as it not only reduces waste both on the part of the employer seeking men and on the part of men seeking work, but will help to eliminate undesirable practices indulged in by private employment bureaus which charge a fee for their services.

"Although the exact plan of organization of public employment bureaus is a matter on which there is considerable differences of opinion, your Committee believes that the responsibility for the establishment and control of such bureaus should rest with local as opposed to National authorities. The main responsibility should be assumed by the State government, with financial assistance, however, from both the locality, in so far as possible, and the Federal government. Assistance from the locality is desirable, especially in order to maintain interest among those most affected by the policies of the bureaus. Assistance from the Federal government is desirable, both in order to lighten the burden of the State in financing a project which is national in im-

portance, and to establish a sufficient measure of control by the Federal government to secure cooperation among the various States, or at least to preclude harmful conflicts.

State Now Bears All Expense

"At the present time the State of New York is maintaining a number of public employment bureaus at its own expense without assistance from either the Federal government, or, in most cases, from the localities. The cost of operation of such bureaus is, of course, a burden on the State, and is especially significant in the light of the current policy of retrenchment in State expenditures. Pending the securing of assistance from the Federal government and from the localities, your Committee believes, nevertheless, that it is very important that the State should maintain as many of these employment bureaus as possible, especially during the present unemployment emergency, and your Committee recommends that The Merchants' Association of New York communicate with Governor Miller, Mr. Henry D. Sayre, the Industrial Commissioner, and such other officials as it deems wise, for the purpose of urging the adoption of such a policy."

Report Sent to the Governor

A copy of this report was sent by President William Fellowes Morgan to Governor Miller with the following letter:

"Enclosed herewith is a copy of the report of the Committee on Industrial Relations of The Merchants' Association which has just been approved by The Association's Executive Committee. This report urges the continuance, in as full operation as possible, of the New York State Public Employment Bureaus.

"The report has been occasioned by the extensive unemployment which has prevailed in New York City and throughout the State in recent months, and by reports to the effect that the State Employment Service, through which many of the unemployed might secure relief, is to be reduced rather than enlarged.

Bureaus Now Sorely Needed

"The Merchants' Association of New York is strongly of the opinion that the operation of employment bureaus is a

proper public function at all times, but that the services of the Government in an emergency period such as this are particularly needed.

"We therefore urgently recommend that every effort be made during the present emergency to prevent the employment equipment and organization which the State has built up from being dissipated, and to utilize these facilities to secure work for as many of the unemployed as possible."

The report was also sent with a similar letter to the Hon. Henry D. Sayre, Industrial Commissioner of the State Department of Labor.

SEAPOST SERVICE

Handling of the Mails During Ocean Transit Is Now Being Resumed

The Post Office Department has begun the re-establishment of the seapost mail service which was formerly in operation on transatlantic steamers. The service was discontinued during the war and The Merchants' Association has strongly urged its resumption, in order that the handling of the mails might be facilitated.

The service was put into effect on the United States Mail steamer "America" when seapost clerks were put at work distributing mail while the vessel was crossing the Atlantic Ocean.

The service has been reestablished on the New York and Porto Rico line between this City and San Juan, and it will soon be put into effect on steamers of the Panama line between this City and Cristobal. It will be extended as soon as practicable until the full service is again in operation.

"LEBANON"

The Chamber of Commerce of Lebanon, Pennsylvania, has published the first number of a monthly bulletin called "Lebanon."

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

VANDALISM RIFE IN CITY'S PARKS AND PUBLIC PLACES

The Merchants' Association, Through Its Anti-Litter Bureau, Is Striving for the Enforcement of the Laws Which Preserve Public Property and Protect Health

Prepared by the Anti-Litter Bureau of
The Merchants' Association

The attention of The Merchants' Association was called several months ago to a vacant lot on the southeast corner of Fifth Avenue and 103rd Street in which children of various ages play ball and other games. The Manager of the Anti-Litter Bureau, investigated the condition and took photographs.

Protective Fence Torn Down

On the north side is a stone wall graduating from about a foot and a half to seven feet in height. Children playing there could easily have fallen over and been injured—perhaps killed. The Association took the necessary steps to protect these children by requesting the Department of Public Works to have a fence erected.

After considerable delay and correspondence, the various property owners at considerable expense had a good, substantial board fence built. This fence remained intact just one week. Boys playing ball removed several boards so that they could recover a ball, which had been knocked over the fence into the street. More boards were removed from time to time and carried away, until now, only a few boards remain and the fence on the whole is worthless as a protection.

Acts of Vandalism

In this same community there was placed, on the stone wall bordering the east side of Central Park, a beautiful bronze tablet in memory of Mr. William T. Stead, who lost his life on the "Titanic." This tablet had beautiful figures, knights in relief, one of them holding a long spear which extended from the body of the tablet. A mischievous person with a ball bat broke off this spear.

These same vandals visit Central Park and destroy benches, signs, bushes and trees and throw and leave papers, food and other material on benches, lawns and paths.

The Board of Education has experienced trouble trying to protect school property from vandalism. Thousands of windows in schools are broken every year.

Boys break milk bottles on the sidewalks and in the roadways. Thousands of milk bottles are broken every month.

Milk cans are hauled into the roadway. Boys build fires in them and



Dangerous Wall at Fifth Avenue and 103rd Street Along Which a Fence Was Erected at The Instance of The Merchants' Association

tenants and janitors deposit their garbage in them. Finally, the can finds its way to the garbage dump where it is



The Same Wall That is Shown in the Preceding Cut With the Boards Torn From the Fence by Vandals

placed in a pile with others and later resold to the rightful owner.

Garbage Thrown Into the Street

In some sections of the City the inhabitants wrap their garbage in papers and throw them out of the window into the street, where they remain until the street cleaner picks them up.

Several thousand volunteer Anti-Lit-

ter Block Captains are striving to better conditions in the City, reporting detrimental conditions to the Anti-Litter Bureau, which in turn complains to the proper City departments, anticipating immediate adjustment. When conditions are not remedied after a certain length of time the Block Captains lose heart and interest.

Vandalism must be stopped. City and personal property must be protected. The Merchants' Association is conducting an all-the-year-round campaign to this end.

BELGIAN INQUIRY

Architects and Engineers Will Examine American Buildings as Models

The Merchants' Association has received the following letter from M. Pierre Mall, the Belgian Consul in this City:

"Believing it will be of interest to the members of your Association, I beg to inform you that the 'Crédit Général Hypothécaire et Mobilier de Belgique,' an important Belgian banking organization founded by Mr. Lucien Kalsin, a financier and an economist, is to erect in the most aristocratic part of the City of Brussels a large building with more than 100 apartments.

"This building is to be erected on American lines and the 'Crédit Général Hypothécaire et Mobilier' has decided to send a special Mission to the United States in order to study the American methods and get acquainted with American architects, building contractors, etc.

"This Mission is composed of Messrs. Winders and Puissant, Architects; Quinet, Technical Engineer; L. Kalsin, Jr.

"These gentlemen have sailed on the S. S. 'Aquitania,' due in New York on or about July 1.

"Any communication directed to them is to be addressed care of Hotel Pennsylvania, New York City."

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

NATIONAL CHAMBER AIDS NEW SCHOOL FOR SECRETARIES

Organization Joins National Association of Commercial Organization Secretaries in Underwriting the Expenses of Secretarial Training in Northwestern University

The Directors of the Chamber of Commerce of the United States have been so impressed with the importance of giving commercial organization secretaries an opportunity for development that they have joined with the National Association of Commercial Organization Secretaries in underwriting the expenses of the School for Secretaries which will be conducted at Northwestern University in Chicago this summer.

National Chamber Approves

The National Chamber, at its annual meeting in Atlantic City in April, passed and sent to the President of each commercial organization in the United States the following resolution:

"Inasmuch as we are passing through a period of readjustment in our commercial life, and inasmuch as we feel that the commercial secretaries are expected to be informed upon the great problems involved, this convention of the Chamber of Commerce of the United States goes on record as favoring commercial bodies sending their secretaries to the training school for commercial secretaries to be held at Northwestern University, Chicago, Illinois, this summer.

Scope of the Course

The school term will extend for two weeks, from July 18 to July 30, and this study period will be supplemented by means of correspondence courses. The instruction will cover the practical methods employed in successful commercial organizations and also lectures on business and economics.

The campus of Northwestern University, which is in Evanston, Illinois, just north of Chicago, is on the shore of Lake Michigan and is famous for its bathing, boating, tennis and other facilities.

The cost of room and board probably will not exceed \$2.50 a day for an individual and provision will be made for secretaries whose wives and families accompany them.

The tuition fee will be \$30 which, it is estimated, will pay about half the expense of the school.

The mornings from eight o'clock to

Charter Committee

In accordance with the authorization given by the Board of Directors, President William Fellowes Morgan has appointed a Special Committee of The Merchants' Association on Charter Revision. The members of this Committee are as follows:

Mr. William C. Breed, Breed, Abbott and Morgan, Chairman.

Mr. William R. Willcox, Former Chairman of the Public Service Commission for the First District.

Former Governor Charles S. Whitman.

Mr. Laurence Arnold Tanzer, Tanzer and Lane.

Mr. Louis H. Porter, Porter and Taylor.

Mr. Gilbert H. Montague.

Mr. Robert E. Simon.

Mr. A. C. Wessmann, President and Treasurer of the J. F. Tapley Company.

Mr. Henry Ives Cobb.

Mr. Louis Marshall, formerly a member of the State Constitutional Convention.

The Special Committee will be prepared to cooperate with the Legislative Investigating Committee and with the Charter Revision Committee.

twelve will be devoted to lectures and study hours. The afternoons, from two until four o'clock will be given to conferences between the students and the lecturers, which will resolve themselves into round-table talks at which questions will be asked and answered. The curriculum will cover a wide range of subjects, from which the students may elect those they wish to pursue. It will be required, however, that each pupil take at least three of the fundamental subjects.

It is being arranged to give from three to five inspirational talks during the evenings of the two-week course. These will be on matters of general interest and will be open to the public.

What the Courses Include

The fundamental courses, as planned at present, include Government, Trans-

portation and Traffic, Marketing and Distribution, Economics, Reports, Business and Government, Effective Speaking, Psychology, Business Organization, and the Economic Basis of American History. In addition to these subjects, which will be given by some of the most eminent teachers in the country, there will be instruction by leading secretaries on technical subjects directly related to the administration of a chamber of commerce. These will include:

Organization; dealing with the structure of a local chamber, its general plan, constitution and by-laws, relation and functions of membership, board of directors, officers and committees.

Meetings; the board of directors, forums, committees and conferences.

Membership; conservation, continuous campaigns, special campaigns, the collection of dues.

Finance; the budget, purchases, accounts, forms, reports and comparative statistics.

Publicity; official organs, bulletins, relations with the press, what is news and what not to print.

Office organization; correspondence, files, and minutes.

The Secretary; his relation to the various chamber forms of service, what is expected of him and what he should expect of himself.

Program of work; how to study community needs, development of commercial, industrial and civic activities. Under this head there will be discussion in considerable detail of methods of carrying through such important activities as trade promotion, conventions, industrial promotion, industrial relations, relations with public agencies and with private social and civic agencies, city building and extension. The importance of research work in connection with such activities and research methods will be dwelt upon.

THE CITY'S FARMS

The Borough of The Bronx has fifty-five farms, Brooklyn has fifty-four farms, Richmond has one hundred and sixty-three and Queens five hundred and sixty-five, so that there are eight hundred and forty-two farms within the limits of New York City.

ASKS LEAVE FOR CAMP ATTENDANCE

Major Raldiris Requests Employers to Permit Guardsmen to Do Field Duty

THE DRILL IS OF IMPORTANCE

Major Edward Raldiris, First Battalion, Second Field Artillery, New York National Guard, has appealed to The Merchants' Association to obtain leave of absence from employers for members of the Battalion during the tour of field duty July 10-24 at Montauk Point.

Major Raldiris' Letter

The Merchants' Association promised Major Raldiris to call the matter to the attention of its members. Major Raldiris' letter reads as follows:

"We hesitate somewhat to draw a very vital matter to your attention, but feel that you can aid us materially if we do.

"This battalion is ordered to accomplish a tour of field duty from July 10th to 24th, 1921 at Montauk Point. We find that a number of our men are experiencing difficulty in obtaining the necessary leave of absence from their employers.

"As you probably know, by the recent reorganization, the Regular Army and National Guard constitute the nation's first line of defense. We are now confronted with the problem of training this unit so that it may take the field immediately after declaration of war.

Full Attendance Necessary

"One hundred per cent attendance at camp is essential if this efficiency is to be achieved. We therefore ask your cooperation in this regard.

"Will you not request the members of the New York Chamber of Commerce to excuse any of our men in their employ so that our City, State and country may benefit from the training they will receive? You, of course, realize the increased value these men will be to their respective firms as a result of the habits of obedience and promptness inculcated by military discipline.

"Furthermore these men will be the first called upon to assist in restoring order in case of riot, which is very possible in these unsettled times. Take the Tulsa riots for example. We find men very reluctant about enlisting, because of the lack of support on the part of employers.

The Plattsburg Camp

The Board of Directors of The Merchants' Association, at its meeting last Thursday, adopted a resolution urging members whose employees desire to attend the Citizens Military Training Camp at Plattsburg August 7 to grant them one month's leave of absence with pay for that purpose.

This action is in line with action heretofore taken by The Association for the purpose of obtaining leave with pay for employees doing military field duty.

"If there is any further information you desire, we will be glad to furnish you with same."

Employers Are Cooperating

In replying to Major Raldiris' letter, Mr. Hugh Lynch, Acting Secretary of The Association, wrote as follows:

"In reply, let us say that we have recently had correspondence with a number of large employers in New York City in reference to their policy in regard to the attendance of employees at National Guard Camps. In no case have we had any intimation that there was hesitancy on the part of employers to permit their employees to attend such Camps, and in many cases we have found that the employers even go so far as to pay the men for time spent at Camps and to give them paid vacations in addition. However, we are glad to call this matter to the attention of the members of this Association and are having your letter published in the current issue of our weekly bulletin 'Greater New York,' which goes to all members."

DAYLIGHT SAVING

The following places should be added to the lists printed in the two previous issues of "Greater New York" showing cities and towns operating under Daylight Saving:

Connecticut	
Stamford	
New York	
Catskill	Pleasantville
Pennsylvania	
Pottsville	

Van Buren, Maine, is not operating under Daylight Saving but is favorable to Federal action.

DOUBLE RATE ON IMPORTED GOODS

Trunk Line Association Proposes Heavy Increase in Storage and Handling Charges

FREE LIGHTERAGE PROPOSED

Prepared by the Traffic Bureau of The Merchants' Association

The Traffic Bureau is in receipt of a notice from the Trunk Line Association that it has under consideration the following proposition:

"To provide that the present charges for storage of westbound freight on premises of carriers at rail termini be increased 100 per cent and that the charges for handling or labor be increased to the same figures as proposed for storage charges.

"Reason for proposal: To re-adjust storage charges, which will place same more in line with those of public warehousemen."

As we understand the proposed rule, it would involve import traffic placed in storage at the rail termini of the carrier pending instructions for forwarding to points beyond New York Harbor.

Members interested in this proposition are requested to communicate their views to the Traffic Bureau.

Free Lighterage

Hearing Next Thursday on Important Proposal

The Traffic Bureau is in receipt of advice from the Trunk Line Association of the assignment for public hearing in the offices of the Trunk Line Association, Room 401, 143 Liberty Street, on Thursday, July 7, at 2:30 P. M., of a proposition to establish a free lighterage privilege at New York in connection with less than carload shipments of import freight in lots of 10,000 pounds or more.

Parties interested should arrange for representation at the hearing for presentation of their views on this important proposition.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

FEDERAL SERVICE NEEDS REFORMING

**Business Organizations Poll
Heavy Majorities for Reorgan-
ization of National System**

RESULTS OF THE REFERENDUM

Reorganization and simplification of the Federal system relating to Govern-ment employees has been approved by a heavy majority in a referendum sub-mitted by the Chamber to its members.

The Merchants' Association referred the nine questions of the referendum to a special committee consisting entirely of former heads of important Federal departments, and it adopted the report made by that Committee.

Results of the Voting

The result of the voting, as an-nounced by the National Chamber, is as follows:

I

The present system under which personnel for the federal civil ser-vice is secured and managed should be recast.

In favor 1695
Opposed 28

II

Adequate and uniform pay under essentially like conditions should be established as a fundamental prin-ciple for the federal civil service through reclassification and regrad-ing.

In favor 1652½
Opposed 43½

III

Reclassification should be by stat-ute based on investigations already made and further investigation by the Civil Service Commission.

In favor 1562
Opposed 108

IV

The reclassification should be in-stalled by the Civil Service Commis-sion and the Budget Bureau and cur-rent correction made by Congress aided by these agencies.

In favor 1610
Opposed 69

V

Promotion should be given stat-utory recognition as the preferred method for filling vacancies, with lines of promotion clearly defined and

Pueblo Needs Money

The Merchants' Association has been informed by the Chamber of Commerce of the United States that Pueblo still needs \$200,000 to re-lieve the suffering caused by the re-cent floods in that city.

The Directors of The Association considered this information at their meeting last Thursday, and gave in-structions for the publication of a notice in "Greater New York" to members of The Association, inform-ing them of the communication from the National Chamber.

The Association will receive and forward to the proper destination any contributions that its members may make for the relief of the citizens of Pueblo.

promotions made upon the basis of proved merit under civil service regu-lations.

In favor 1649
Opposed 39

VI

All administrative officers not re-sponsible for determining policies should be included under civil serv-ice rules.

In favor 1544
Opposed 185

VII

Transfers between departments should be regulated by executive orders consistent with the civil serv-ice law.

In favor 1680
Opposed 18

VIII

Efficiency records should be de-veloped by the Civil Service Com-mission.

In favor 1658
Opposed 48

IX

Removal of an employee should be possible upon a written statement of reasons to the employee with op-portunity for written reply, but with-out right of appeal above the head of the department.

In favor 1481½
Opposed 173½

—o—

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

THESE TWO FAKIRS TALKED TOO MUCH

**Their Loquacity Betrayed Them
to a Woman Who Happened
to Know About Fox Hills**

SHE SPOTTED THEIR LIES

**Prepared by the Bureau of Advice and
Information of the Charity Organ-
ization Society**

Two bogus collectors for bogus benefits for disabled service men re-cently found their match in Mrs. Laura K. Smith, a captain in the Women's Police Reserves of Brooklyn.

"To Help the Wounded"

The men, Patrick J. Connelly of 164 Twelfth Street, and Frank Van Menen of 173 Eighth Street, Brooklyn, called on Mrs. Smith in the course of a house-to-house canvas for funds for "block parties" to benefit the wounded ex-soldiers at Fox Hill." Finding Mrs. Smith sympathetic they poured out a long story of their experiences at that hospital and their noble motives in mak-ing this collection.

She Had Been There

Which was exactly where they made their Big Mistake. For it just happens that Mrs. Smith is a regular visitor at Fox Hills and is entirely familiar with the institution. Her deft questioning therefore amounted to giving them sufficient rope for a thorough hanging. After they had further involved them-selves by admitting that they had re-ceived money, Mrs. Smith left them for a moment with a neighbor while she did some lively work on the telephone.

Still chatting pleasantly she walked with them down the street straight into the hands of the police.

Easy Money

The half dozen stories the men told were all disproved. They had never been in service, they had never been to Fox Hills. But they had had no difficulty whatever in collecting \$87 in a few hours in a single residential block.

"We were out of work and this was an easy way of picking up some money" was the explanation they offered.

Both men were found guilty of vagrancy and were sentenced to a term on the island.

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

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Chaos Rules In Great Construction Industry***Survey of the Situation in the Larger Cities of the United States Shows General Paralysis Due to Offensive and Defensive Combinations Which Have Brought About Stagnation by Controversies or Agreements—Instructive Investigations***

Prepared by the Industrial Bureau of
The Merchants' Association

The construction industry in the United States represents a total wealth of about \$77,000,000,000, or 26.8 per cent of the entire wealth of the country.

Supports 11,000,000 People

It is estimated that 11,000,000 persons, either as workers or as members of workers' families, derive their living directly or indirectly from this industry. The construction of houses, factories and other buildings represents the largest single item in the industry. Railroads are second in importance, and light and power stations, telephone and telegraph systems, canals and irrigation enterprises follow.

The construction industry as a whole, however, for several years has been operating considerably below capacity. This applies particularly to housing.

Stagnation Prevails

Strenuous efforts by localities and States throughout the Nation have resulted in some activity, but the industry is still largely stagnant. In April, 1920, the United States Senate authorized a National investigation by a Select Committee on Construction and Production, of which Senator William M. Calder was Chairman. This Committee reported after a year's investigation that the primary factors in the housing shortage were coal, transporta-

tion, direction of credit and taxation, and that secondary factors were labor, materials and building operations. Specific legislation was proposed, but up to the present time Congress has not adopted any of the Committee's proposals.

Other Construction Efforts

The National Federation of Construction Industries held a conference in Chicago, in March, 1921, to which were invited representatives of agencies of every class interested in the building situation. This conference authorized the National Federation to appoint a Central Direction Committee to stimulate the construction industry through local chambers of commerce, committees, and conferences called especially for the purpose.

Late in 1920 the Chamber of Commerce of the United States established a Civic Development Bureau with a housing expert as its Director, for the purpose of stimulating proper housing developments throughout the country.

Exemption from Taxes

In New York State the Legislature has enacted legislation providing for the exemption of newly constructed houses from the direct property tax for a limited period. This law became effective in New York City on February 25, 1921. An analysis of the number of building plans filed during the eight weeks following this date indicates that the plans

provide for an increased housing capacity of 83 per cent above that of the corresponding period in 1920.

Most building in New York City is done under a closed shop agreement between the Building Trades Employers' Association and the Building Trades Council. The rate of wages is fixed by an agreement which became effective in May, 1920, to remain in force until December 31, 1921. This agreement provides with certain exceptions for a wage of \$9 per day for journeymen and \$7 for helpers, and a working week of forty-four hours. The wage represents an increase of \$1 per day over the rate previously in force.

Conditions Elsewhere

In Chicago, the Daly Investigating Commission has been carrying on an investigation in the building situation similar to that made by the Lockwood Committee in New York. Workmen in the building industry in Chicago have been receiving \$1.25 per hour, with the exception of hodcarriers, laborers and steamfitters' helpers, who receive \$1 per hour, and plasterers' tenders, who receive \$1.06 1/2. However, on May 1, as a result of a wage dispute with the Employers' Association, a strike was called. After five weeks, Judge Landis was selected as arbitrator to determine the wage schedules and agreements. Pending a decision, all trades except the carpenters have returned to work at the

INVESTIGATIONS SHOW BUILDING INDUSTRY STAGNANT

old rate. It is reported, however, that very little building is under way.

Closed Shop in Cleveland

A strike in the building industry in Cleveland terminated early in June as the result of the acceptance by the Building Trades Employers' Association and Building Trades Council of an arbitration plan suggested by the Cleveland Plain Dealer. The plan provided for the establishment of a joint arbitration committee consisting of seven employers, seven union men, and seven representatives of the public. As a result, a revised wage scale providing for a reduction of about seventeen per cent, and a new closed shop agreement were adopted. The Cleveland Chamber of Commerce, which has been advocating the adoption of the open shop in the Cleveland building industry for some time, vigorously opposed the new closed shop agreement, and has threatened legal action against both the Employers' Association and the Building Trades Council.

As a result of an investigation by the Boston Chamber of Commerce, a great deal of publicity has been given the practices of the labor unions in the building trades in Boston. The "Boston Herald" has taken occasion to use the findings of the Chamber of Commerce investigating committee as the basis of a series of editorials concerning uneconomic practices which it alleges grow out of closed shop agreements in the building industry.

In Albany, Troy and Pittsburgh

On July 5, twenty-five master builders in Albany and eight contractors in Troy, New York, announced that they would conduct their business on the open shop basis. This announcement followed the refusal of the Carpenters' and Painters' Unions to accept a wage reduction and to agree to work with non-union men.

The Building Construction Employers' Association of Pittsburgh, the Employers' Association of Pittsburgh, and the Pittsburgh Chamber of Commerce have indorsed a program including the elimination of sympathetic strikes, the settlement of all disputes through arbitration, elimination of restriction of output, of restriction in the use of labor-saving machinery and of restriction of materials, the readjustment of wages, and opposition to the stoppage of work through jurisdictional disputes. The employers

have been negotiating since the first of January, 1921, with the Building Trades Union for the purpose of securing a modified agreement and a readjustment of wages, but the desired changes have not been secured.

Wages Reduced in Jersey

On May 1, 1921, the Building Trades Employers' Association of Essex County, New Jersey, which includes the city of Newark, promulgated a new wage scale for workers in the building trades which provided for a reduction of \$1 per day in the wages of bricklayers, masons and plasterers, sheet metal workers, iron workers, metal lathers and wood lathers. The wages of steamfitters' helpers were reduced \$2 per day. The prevailing wage thus established is \$8 per day, although bricklayers, masons and plasterers receive \$9, and steamfitters' helpers, mill workers, hodcarriers and masons' laborers receive from \$5 to \$5.60.

On June 25, 1921, a Board of Arbitration, appointed to consider wages and prices of building materials in Kansas City, after an investigation covering four weeks, decided on a reduction of wages for the eighteen crafts involved in the building industry, ranging from $2\frac{1}{2}$ to 10 cents per hour. The Arbitration Board also said: "It is evident that the building material dealers have not sacrificed in profit to the degree the situation demands," adding that "in many instances selling or price agreements, while perhaps not illegal, have operated to keep prices upon a plane which free and unrestricted trade would not have sustained." "We find," the Board also stated, "that in the lumber, cement, sand and brick business, prices on bids are almost identical from all companies."

Activity in Philadelphia

Philadelphia has been among the most active of the larger cities of the country in seeking a solution to the housing problem. Early in February, 1921, a four-day housing conference was called at the instance of the Industrial Relations Committee of the Philadelphia Chamber of Commerce. This conference was participated in by employers and employees, bankers, merchants, manufacturers, engineers, architects, public officers, real estate men, transportation and fuel interests, statisticians and others interested in the construction industries. Almost every angle of the housing situation was discussed by the

dozens of speakers who were given a hearing.

The conference was attended by numerous and representative audiences with the exception that the sessions devoted to discussion by the labor leaders were attended almost exclusively by labor people.

The spirit of the conference may be gained from the following quotation taken from the speech of Mr. Ernest T. Trigg, Chairman of the Conference, and Chairman of the Industrial Relations Committee of the Philadelphia Chamber of Commerce:

"This conference, called by the Mayor of the City of Philadelphia and the Philadelphia Chamber of Commerce, is deemed necessary at this time in the best interest of the public.

"The construction industry of the country, employing in normal times more men than any other industry, excepting only agriculture—and normally adding from three to four billion dollars annually to the Nation's wealth—is practically at a standstill. It is not standing still because the need of this industry's output does not exist, but because of a widespread and persistent feeling on the part of the public that present high costs are too high, and that construction and building values must shortly recede to a lower level.

Public Confidence Essential

"It is clear, however, that the public has decided not to invest its money under the present conditions, and that it is not buying, and will not buy, until a basis is established which assures permanent value for its investment. It is undoubtedly the duty of the men in the construction industry to correct this situation and to start a construction program that will mean work and prosperity for all.

"Let us remember that the confidence of the public is absolutely essential to every industry, and that the public will at all times be found to be fair and reasonable when it is told the facts and knows it can rely upon what it has been told."

The Trade Union Spirit

The spirit of the labor union representatives who participated in the conference is illustrated likewise in the following statement from Mr. Arthur G. Hawes, President of the Council of the Associated Building Trades:

STRIKE IN PHILADELPHIA TIES UP ALL BUILDING

"There have been fewer strikes in Philadelphia in the last few years than there ever have been in the history of the labor movement in this city. Why? Because we have been getting closer together, closer in touch with the public—the man who is furnishing the capital and who has got to pay the bill. Many times the architect will call us up and want to know who the 'fair' firms are, and who the 'unfair' firms are, and we name them, and we let him have the discretion of selecting union or non-union men. But they cannot split hairs—they cannot have 45 per cent union men and 55 per cent non-union men—they cannot have 99 per cent union men and 1 per cent non-union men, because our men have the right to quit the job without being called off.

Reduction Must Include All

"I looked over these charts this morning, and I want to say that it is one of the best educational features I have ever seen. It is one of the greatest educational features brought about in the history of Philadelphia, and from a building standpoint I want to congratulate the Chamber of Commerce and the Industrial Relations Committee on its work; and I trust, from the bottom of my heart that if they are sincere in it good results may be attained by it. I will assure you of the full cooperation of labor, but it has got to be along just lines. With all due respect to 'Doctor' Evans when he said 'he was going to write a prescription and was going to perform a surgical operation,' I would suggest—I am of fairly good size—that he can start in on me, but alongside of that operating table I want to see the general contractor, the architect, the engineer, and so forth. I want to see this operation go right down the line. Do not start on the working man, and say: 'Here, I will cut you out of 20 per cent.' If there is going to be a reduction, gentlemen, let it go right down the line, and I will predict here that the moment that you can bring together the architects and engineers, and the material men and the manufacturers, and give us the guarantee—or the public the guarantee, if you please—that all are going to take a 10, 20 or 50 per cent reduction, and show it to us, then I will say 'Amen.' And if they cannot do that, I say 'Nothing doing.'

"We are fair, and want to be, but I say to you gentlemen that you cannot

advocate a reduction of wages from the skilled mechanic and hold on to your 10, 50, 75 and 100 per cent profit. You showed everything on these charts but the profits. What is the matter with the profits? You know what we get. You know what it costs us to live. Open up your books and let us see what you get. Why be one-sided with it?"

Employers' Committee Reports

Hundreds of pages of testimony were taken at the conference, and have since been published and distributed to interested parties. Among the important documents presented was the report of a committee of the Council of Employers in the Building Trades of Philadelphia, a summary of which follows:

REPORT OF COMMITTEE OF COUNCIL OF EMPLOYERS IN THE BUILDING TRADES OF PHILADELPHIA TO THE INDUSTRIAL RELATIONS COMMITTEE OF THE PHILADELPHIA CHAMBER OF COMMERCE

First:—It is almost obvious that the stagnation in building has been the joint progressive result of

- (a) High construction costs.
- (b) Declining purchasing power, which decreases as costs increase.
- (c) Lack of confidence in the stability of values in buildings constructed at present costs.

Second:—To relieve the housing shortage and ultimately reduce rents, buildings must be built. Buildings cannot be built without a reduction of construction costs.

Third:—To reduce construction costs requires a reduction of

- (a) Material prices (including the high price of money).
- (b) Contractors' and builders' profits.
- (c) Labor costs in the building trades.

As to (b)—it is believed that in Philadelphia competition and dearth of work has caused a maximum reduction.

As to (c)—a fair readjustment of labor costs is explained and advocated in the report following:

But as to (a)—building material prices have soared beyond all conscience. During the past few months there has been a downward trend, but materials still remain at the highest range of any great group of commodities except oil products. The material manufacturers are beyond the horizon of the local builder and contractor. They cannot be questioned by local builders.

Consequently the following report can only directly touch (b) and (c) above. It remains for a great agency such as your Conference to dig out the facts as to material prices and to let the public know what prices for building materials should be—what prices are fair and right. It is generally believed that the profits of the material manufacturers have been excessive, and that wages paid by them have been excessive. It is believed that these manufacturers in turn have paid excessive prices for coal, steel, power, etc. But the drop in bituminous coal has not reflected itself in the cost of materials. Let us have the facts. Why can't the material manufacturer reduce his profits and wages and pass on his reductions to the Building Trades in Philadelphia?

It is the hope of our Committee that labor in the Building Trades in Philadelphia will reduce construction costs (of which, according to Mr. White's tables contained in the report, it forms a little over 40 per cent) by (1) Wage readjustments as noted, (2) Return to pre-war productivity and efficiency, (3) Elimination of wasteful jurisdictional disputes and sympathetic strikes.

Building materials must keep pace. Raw materials for the building material manufacturers are dropping in price to a place which should allow them to reduce their prices, when they have properly adjusted their own wages and profits, to a place where they can match

dollar for dollar, the reductions in construction costs which local builders and wage earners are called upon to make.

We want public approval and support, and the approval and support of both the employer and the wage-earner. This can best be secured by focusing a flood of light on the whole proposition. We want Philadelphia to know the whole facts—the banker, the manufacturer, the householder, the tenant, the preacher, the doctor and the laboring man. Put the cards on the table face up. Let the public see what the players see. The Industrial Relations Committee must operate the searchlight and afford Philadelphia the opportunity to get down to brass tacks and to a sound, sane, practicable and adequate building program for 1921, at prices which will interest investors and insure stability of values.

The Industry Is Paralyzed

In spite of such a thorough consideration of the question by all parties interested therein, the construction industry in Philadelphia is now seriously affected by a strike which has been in effect for several weeks and for which no immediate settlement is apparent. The strike has resulted from the refusal of labor unions to accept a reduction in wages.

TRADE ADVICE

Dr. Dennis, Commercial Attache in England and Rome, Will Be Here This Week

Dr. Alfred P. Dennis, Commercial Attache of the United States Department of Commerce, has recently arrived in this country from England and will be in this City from July 11 to 14 inclusive. He will make his headquarters at the local offices of the Bureau of Foreign and Domestic Commerce where he will be glad to discuss British commercial conditions with representatives of American firms.

Dr. Dennis was originally appointed as Commercial Attache to Rome, Italy, where he served for approximately two years, being transferred to the London office at the beginning of this year. Hence he is also available to confer with those who may be interested in Italian trade and commerce.

NEW CHARTERS IN JUNE

Returns specially compiled by "The Journal of Commerce" indicate that during June 801 companies, with an authorized capital of 100,000 or more, were incorporated under the laws of the principal States, representing a grand total of \$675,977,800. In the corresponding period a year ago 997 concerns took out charters, involving \$1,323,221,400.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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CARE OF DISABLED SOLDIERS, SAILORS AND MARINES

In a clear and concise report, The Merchants' Association's Military Committee has expressed an opinion on each of the five proposals contained in the American Legion's legislative program for the care of soldiers, sailors and marines disabled during the recent war.

Probably nothing has so exasperated American taxpayers and the American public in general as the reports that have been made of neglect in the care of men disabled through their military service to the country. The desire that these men shall be adequately cared for, that they shall want for nothing essential to their comfort, and that their treatment shall be in all respects generous is universal.

The Merchants' Association asked its Military Committee to investigate the situation and to recommend action by The Association upon the Legion's legislative program. The report of this Committee, as unanimously approved by the Board of Directors, is printed elsewhere in this number of "Greater New York" and the Committee has been authorized to cooperate with the Chamber of Commerce of the United States and with other agencies in carrying out the Committee's recommendations.

SCHOOL FOR COMMERCIAL SECRETARIES

A new school is to be opened at Northwestern University, at Chicago, this summer. It is the school for commercial organization secretaries.

There is now scarcely a community of any size in the United States which does not have its Board of Trade, its Chamber of Commerce or its Commercial Association. These organizations, which were started originally to boom the communities to which they belonged, have now become permanent institutions, exercising a definite and needed function in the business world.

They no longer confine their activities merely to booming towns, and cities, but they represent the business men of the community in protecting its trade

and commerce, in leading plans for improvement and in promoting its welfare in every possible way.

As a result of this evolution, the commercial organization secretary must now be something more than an enthusiast. He must familiarize himself with the fundamentals of commerce and business and he must acquire knowledge of the methods which have been found through experience to be best adapted for the attainment of commercial organization ends.

The Merchants' Association, through its Secretary, has been among the foremost in blazing the way for successful effort through the cooperation which commercial organization represents, and he will be one of the lecturers in the new Summer School for Secretaries.

"FAKE" CHARITIES

This is the season when dishonest solicitors, pretending to represent worthy charitable enterprises, are most active. Each week an article prepared by the Bureau of Advice and Information of the New York Charity Organization Society, warning against these "fakes" is printed in "Greater New York."

Every member of The Merchants' Association is entitled to receive, free of charge, from the Bureau of Advice and Information the record and standing of any charitable organization that is seeking to collect funds by solicitation. Members will find it well worth while to take advantage of this privilege to guard themselves against being swindled and to prevent the diversion to private pockets of money intended for charitable uses.

SPREAD OF DAYLIGHT SAVING

On another page will be found additions to the list of population centers in the Eastern Time Zone which have adopted the Daylight Saving schedule.

Numerous additions have been made since the publication of the original list. They indicate the irresistible growth of Daylight Saving sentiment throughout the industrial centers of the East.

CARE OF DISABLED VETERANS SHOULD BE GENEROUS

This Association Defines Its Position Regarding Provision by the Federal Government for Soldiers, Sailors and Marines Who Were Injured During the World War

The Merchants' Association, through its Military Committee, of which Mr. William M. Baldwin is Chairman, is cooperating with the Chamber of Commerce of the United States, and other agencies, to promote the welfare of disabled soldiers, sailors and marines.

Investigation by Military Committee

Authorization for this cooperation was given by the Board of Directors of The Association after it had considered and approved a report made by the Military Committee in accordance with instructions from the Directors. This report, as unanimously adopted by the Directors, reads as follows:

"Your Military Committee, to which was referred the request of the National Commander of The American Legion that The Merchants' Association approve its proposed plan of legislative relief for disabled soldiers, sailors and marines, having considered the same at a meeting held today, reports thereon as follows:

"The complete legislative program of the American Legion contemplates the enactment by Congress of

"1. Legislation consolidating the three ex-service bureaus;

"2. Appropriations for a permanent hospital building program;

"3. Legislation decentralizing the Bureau of War Risk Insurance;

"4. Legislation to further extend the benefits of vocational training and providing vocational training with pay for all disabled men with disabilities of ten per cent or more traceable to the service;

"5. Legislation providing privilege of retirement with pay for disabled emergency officers of the World War.

Believes in One Bureau

"With respect to the consolidation of the three ex-service bureaus, your Committee is of the opinion that the existing agencies established for the benefit of disabled ex-service men should be unified and brought under the control

of one bureau. Such a consolidation will permit of a more thorough business organization, will make the service to be rendered the disabled more efficient, will make possible the expeditious handling and consideration of compensation and insurance claims, and will insure to the ex-service men better care, attention, hospitalization and vocational training. The ex-service men have been deprived of these benefits to date because of a lack of governmental consolidation and centralized authority, rather than through a lack of necessary laws. We therefore recommend that The Association favor legislation providing that the Bureau of War Risk Insurance, the Rehabilitation Division of the Federal Board for Vocational Education, and that branch of the Public Health Service having charge of the care and treatment of disabled veterans, be consolidated into one bureau in the Treasury Department.

Adequate Hospital Facilities

"Your Committee is also strongly of the opinion that the Congress should without further delay provide adequate appropriations for a permanent hospital building program, and recommends that The Association favor legislation to this end.

"As to the decentralization of the Bureau of War Risk Insurance, it is the judgment of your Committee that the general administration and final accounting of this Bureau should be centralized at Washington, but that provision be made for the establishment of regional offices and sub-offices through which should be handled all details connected with the work of receiving applications, hearing complaints, holding examinations, passing on awards, and other purely routine field work for the proper and expeditious determination of compensation and insurance claims and the furnishing of hospital care and vocational training and other benefits to which ex-service men are justly entitled under existing laws. Your Committee, therefore, recommends that The Association favor the enactment of the necessary legislation to effect the centralization of the administrative and accounting functions of the Bureau of War Risk Insurance and the decentrali-

zation of the field work, as above indicated.

"While your Committee approves the broadest possible extension of vocational training in the interest of the ex-service men, it is not in favor of any measure designed to extend the benefits of vocational training with pay to disabled men, unless the degree of disability would normally warrant the placing of such a man on the pension list. Your Committee, therefore, recommends that The Association approve any constructive legislation which is calculated to benefit ex-service men through wider opportunities for vocational training, but that it disapprove the proposition to extend the benefits of vocational training with pay to disabled ex-service men with disabilities of 10 per cent or more traceable to the service.

Disabled Officers

"Concerning the proposal to obtain the retirement, with pay, of disabled emergency officers who served during the World War, it is the judgment of your Committee, based upon its investigation of this subject, that the end sought to be obtained by The American Legion would more effectively be accomplished through amendment of the War Risk Insurance Act, by providing adequate compensation for such officers, based upon the degree of their disability and the extent to which it impairs their earning power.

"It is further recommended that your Military Committee be authorized to take such action in cooperation with the Chamber of Commerce of the United States, and other agencies, as may be deemed necessary to carry out the above recommendations."

SENATE APPROVES PORT TREATY

The Senate adopted the Edge resolution, granting Congressional consent to the States of New York and New Jersey to enter into an agreement establishing "the port of New York authority."

The resolution empowers the two States to cooperate in an agreement for the further development of New York Harbor.

Why not file "Greater New York"?

TO LEAVE SURVEY IN CHARGE OF NAVY

This Association Favors Consolidation of Coast Survey With Hydrographic Office

MARITIME COMMITTEE REPORTS

The Merchants' Association is in favor of consolidating the Federal Hydrographic Office with the Coast and Geodetic Survey under the direction of the Navy Department.

Recommended by Maritime Committee

The decision to ask for the retention of the Hydrographic Office under the jurisdiction of the Navy Department and to advocate that the Coast and Geodetic Survey be merged with it was taken upon the recommendation of The Association's Maritime Committee, of which Mr. George L. Duval is Chairman. There has been agitation for the consolidation of these two offices, and legislation to bring it about is now pending in Congress.

The Board of Directors asked the Maritime Committee for its recommendations in the matter and the Committee accordingly submitted the following report:

"Your Maritime Committee, at a meeting held on Thursday, June 9, 1921, voted to submit the following recommendations with respect to the United States Hydrographic Office and the United States Coast and Geodetic Survey to the Board of Directors. Three members of the Maritime Committee were present at the above mentioned meeting and another member concurred by letter in the recommendations below:

"1. Your Committee recommends that the functions of the United States Hydrographic Office be left under the control of the Navy Department and that steps be taken to oppose any legislation designed to have the Hydrographic Office transferred to the Department of Commerce.

"2. Your Committee recommends that in view of the increased necessity for the service of the Hydrographic Office, because of the large Merchant Marine which has been acquired by the United States, Congress be urged to make adequate appropriation for the work of that office.

"3. Your Committee further recommends that the United States Coast and

Geodetic Survey be associated with the Hydrographic Office under the Navy Department.

"4. Further recommendation is made that Congress be urged to provide adequate appropriation to insure the thoroughness and efficiency of the work of the United States Coast and Geodetic Survey."

NEW CONVENTIONS

Events Won for New York City by the Convention Bureau

During the month of June the Convention Bureau of The Merchants' Association secured the following conventions for New York City:

National Association of Motion Picture Industries—June 1921.

New York State Optometric Association—June 1921.

International Association of Garment Manufacturers—December 1921.

National Association of Shirt Manufacturers—December 1921.

National Association of Overall Manufacturers—December 1921.

Heavy Garment Manufacturers Association—December 1921.

American Surgical Trade Association—May or June 1922.

Wholesale Surgical Trade Association—May or June 1922.

Union of American Hebrew Congregations—January 1923.

National Federation of Temple Sisterhoods—1923.

TAX REVISION

Members Are Sending in Their Opinions on Federal Law

Members of The Merchants' Association have returned with expressions of their opinion a large number of the postal cards sent out in "Greater New York" by direction of the Board of Directors for the purpose of obtaining information regarding sentiment in the membership upon the revision of Federal taxes and especially with regard to the Sales Tax.

The Directors are seeking this information from the membership to aid them in casting The Association's ten votes upon the Referendum which is being taken by the Chamber of Commerce of the United States upon Federal tax revision.

MORE PLACES FOR DAYLIGHT SAVING

Additions Made to the List of Cities, Towns and Villages Which Favor the Reform

STRONG DESIRE FOR LIGHT

The following places should be added to the list of cities, towns and villages operating under Daylight Saving.

Connecticut

*Milford
*Shelton

*West Hartford

New Jersey

Collingswood
Long Branch
North Plainfield

Princeton
South Amboy
West Hoboken

New York

Brightwaters
Canajoharie
Dolgeville
East Syracuse
Farmingdale
Goshen

Havestraw
Lancaster
Shoreham
Solvay
Spring Valley

Pennsylvania

Bellevue
Carnegie
Charleroi
Duquesne

Lansdale
Oakmont
Steelton

Rhode Island

South Kingstown

Vermont

Bennington

These places should be added to the list of cities and towns which for one reason or another have not adopted Daylight Saving this year, but are in favor of Federal action:

Connecticut

Berlin Many would like Daylight Saving time.
Norwich..... Against local action; for Federal action.

New York

Geneseo..... Sentiment in favor of plan if State or Nationwide.
Mount Morris.... Federal action O. K.

Pennsylvania

Bethlehem..... Local action unpopular; Federal action popular.
Carlisle..... Against local action; for Federal action.
Ford City..... Favorable to Daylight Saving.
Hollidaysburg... Favorable to both local and Federal action.
Jersey Shore.... Favorable to Federal action.
Lock Haven, Pa. "Large majority of our people favor Daylight Saving by Federal action."
Midland..... Unfavorable to local action; favorable to Federal action.
Shamokin..... Several of the mills and stores are under Daylight Saving time.
Tamaqua..... "We all desire Daylight Saving by Federal action."

*The names of the Connecticut towns that are preceded by an asterisk indicate that because the State law prohibits it, clocks have not been moved forward, but that nevertheless the town or city is operating under a Daylight Saving schedule.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

FOREIGN PATENT BILL IS FOUND TO BE UNWORKABLE

This Association Opposes Measure in Congress to Compel Working Within Two Years of Patents Granted to Foreigners—Strong Reasons for the Attitude Taken

Defeat of the bill proposed by the War Department to require working of patents within two years of their issuance to aliens is urged by The Merchants' Association upon the recommendation of its Committee on the Protection of Industrial Property, of which Mr. Archibald Cox is Chairman.

Says Bill Should Be Killed

The reasons advanced by the Committee for opposing this bill are given in its report, which is as follows:

"The bill (S 1838) to amend Section 4887 of the Revised Statutes, by requiring that any patent 'issued to a person or persons not citizens of the United States' shall contain a proviso requiring working in the United States within two years, under penalty of compulsory licenses, has been reported to the Senate by its Committee on Patents, with the recommendation that the bill be passed without amendment.

"The bill has the approval of the War Department, which has found that a large number of patents relating to ordnance have been applied for by German nationals, and commends the bill on the general ground that it would assure the United States a domestic source of the product covered by such patents.

Reasons for Opposition

"Your Committee recommends that the enactment of the bill should be opposed, because:

"(i) The desirability of separate provisions of law governing patents on inventions affecting the national defence, is not involved.

"(ii) It conflicts with the provisions of Article 2 of the treaty between the United States and foreign nations, known as the International Union for the Protection of Industrial Property (Convention of Paris, March 20, 1883, revised at Brussels December 14, 1900 and at Washington June 2, 1911, proclaimed April 29, 1913), which guarantee, in substance, that, with respect to patents, each State will treat citizens or subjects of the other contracting States as it treats its own citizens.

Treaty Should Be Respected

The rights of inventors in other countries are based upon that treaty. It is

not desirable or honorable for the United States (whose nationals are those perhaps most benefited by the international arrangement) to enact discriminating patent laws which will, at best, impair the obligations of the treaty.

(iii) As worded, the enactment would be futile, because it would be easily avoided, as, for instance, by assigning the invention before issue, so that the patent would not be "issued to a person or persons not citizens of the United States," but to a citizen or corporation of the United States.

Would Not Accomplish Purpose

(iv) The law would not accomplish the purpose in view. It would not assure the United States a domestic source of the product covered by patents.

(a) Working and compulsory license provisions in patent laws have been tried out in many countries. Their operation is not matter of conjecture, but has been repeatedly demonstrated. They do not lead to the establishment of new industries. They operate merely to discourage the making and disclosure of invention, to retard progress and weaken the industrial position of the country.

Demand Must Be Created

(b) One fallacy in the reasoning which endorses such provisions, is that it proceeds upon the erroneous assumption that patents cover things for which a demand exists. From that, it is reasoned that if the sole right to supply the demand is made dependent upon manufacture within the country, the demand will be satisfied by the establishment of a source of supply in the country. But patents are granted only for inventions, which are things added to the sum of human knowledge. Before their manufacture can become profitable, they must be introduced, purchasers made acquainted with them and a demand created. To require working, accordingly operates to eliminate those contributions to the arts and progress which are made by persons without financial resources, particularly those well ahead of their time. They cannot supply the money needed for the introduction and creation of demand for

the new thing; and the difficulty in getting others to chance money on its success is increased not only by the increased risk, but also by the knowledge of those in the particular industry that by ignoring the inventor, they may secure a competitive compulsory license, if and when a demand for the thing arises without effort.

Compulsory Licenses

Compulsory licenses to make new things are not taken, partly because they mean that the investment necessary for introduction and the creation of a demand will not yield a return, since after the demand is created, others can obtain such licenses and satisfy the demand at costs which do not include any charges for the investment by which it was created.

For these and other reasons, working and compulsory license provisions operate not to establish industries, but to discourage invention, to deter the disclosure in patents of such advances as are made by those in established industries and direct their efforts towards preserving them as trade secrets, to retard progress by investment in the introduction and development of new things, and ultimately to make the industries of the country depend upon following advances made elsewhere. The American patent system has been a success. It would be a grave mistake now to damage it by injecting the discredited working and compulsory license provisions.

Amendment Is Contemplated

(v) The provision of the bill for working and compulsory license of foreign-owned patents leads logically to amendment extending the provisions of all patents; and it is understood that those responsible for the bill contemplate such an amendment in the House. Your Committee deem it important that The Association oppose that in all available ways, and respectfully suggest that representatives of The Association be authorized to appear for The Association before the House Committee on Patents, in opposition.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

PATENT OFFICE IS SWAMPED IN WORK

Inadequate, Underpaid Staff Is Unable to Keep Pace With Routine Business

46,472 APPLICATIONS WAITING

A serious situation in the Federal Patent Office is pointed out by The Merchants' Association's Committee on the Protection of Industrial Property, of which Mr. Archibald Cox is Chairman, in urging the passage a bill increasing the salaries and number of patent office employees.

Report of the Committee

The report submitted by the Committee to the Board of Directors last Thursday and approved by the Directors, reads as follows:

"The bill H. R. 7077, relating to numbers and salaries of Patent Office employees, is substantially the same as the bill passed by the House at the last session, the passage of which was urged by The Association.

"The action of The Association was based on the fact that the delays in the performance of the work of the Patent Office, resulting from an inadequate staff, were proving 'extremely serious and costly to American industry.' (Telegram of January 8, 1921 to conferees).

Office Hopelessly Behind in Work

"Since then the conditions, which called for this action have become intensified. At the end of May, 1921 there were in the Patent Office, 46,472 applications for patent awaiting action by the Patent Office, in addition to 7,053 applications for trade marks, designs and prints. In one division, applications filed in July, 1920 had not been reached for action and there were 1,539 cases awaiting action. In another division, where cases filed in July, 1920 had not been reached, there were 1,912 applications awaiting action. In another division, where cases filed in July, 1920 had not been reached, there were 1,637 applications. In thirty-eight out of the forty-seven divisions applications filed during the year 1920 have not been reached for action. Of the remaining nine divisions, six had not reached applications filed in January, 1921, and the other three had not reached cases filed in February.

"Since nearly all patent applications

must be acted on several times before determined by the grant of the patent of final rejection, the delays thus indicated are serious. In addition to injustices to the inventor, it is becoming not uncommon for those who have made investments to find that they have unwittingly become infringers of a patent which has long been delayed as an application in the Patent Office. And the effort of the Office to handle with an inadequate staff an overwhelming mass of work necessarily results in actions which are inaccurate, resulting in grants after insufficient investigation or unwarranted rejections with the consequent unnecessary litigations and injustices.

"Trade mark applications filed October, 1920 are still awaiting action. Since shipments to many countries may be stopped unless the shipper has there secured registration based upon registration here, this delay in dealing with applications for registration is little short of intolerable.

Staff Inadequate and Ill-Paid

"None of this is in the slightest degree the fault of the Patent Office. On the contrary, its inadequate and ill-paid staff is doing more than can fairly be asked to deal with an overwhelming mass of difficult work. The staff would be promptly augmented and strengthened by the enactment of the bill. Neither the numbers nor the salaries for which it provides are abundant. On the contrary, the bill provides only for the least that can be expected to restore normal functioning of the Patent Office.

"Your Committee recommends that The Association and its members lend their influence in all available ways to the speedy enactment of the bill H. R. 7077."

SENT TO GOVERNOR GENERAL

The War Department has sent to the Governor General of the Philippine Islands for consideration the suggestion of The Merchants' Association that annual or semi-annual business reports in English might be substituted for the requirement that all merchants in the Philippine Islands must keep books and accounts in English, Spanish, or a native dialect. Chinese merchants are finding it difficult to comply with this regulation.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

ORPHANS' HOME IS NON-EXISTENT

Sleek Clerical Collector May Drop In, So Be On the Look-out for Him

HE HUNTS IN WESTCHESTER

Prepared by the Bureau of Advice and Information of the Charity Organization Society

Has he called on you yet—a sleek, elderly colored man with a most respectful manner, a clerical collar, and a really moving tale of the needs of his little orphanage on Long Island?

Likes Westchester County

He may perhaps visit you at your business office, but more probably he will call on you at your home—particularly if you live in Westchester County. He likes the air of Westchester County, and besides it is safely removed from Long Island.

The institution for which he asks your interest—and your money—is known as the Colored Orphans' Society Home, and is located, he says, at Babylon, Long Island.

But is it? Babylon people, both white and colored, stoutly deny it. The State Board of Charities, without the authorization of which no orphanage can legally be conducted, never heard of its existence. The Postoffice Department is unable to deliver letters addressed to the home or to its "President," and returns them stamped "Unknown," all of which would seem to establish fairly well the fact that no such institution exists and that contributions are simply helping along a charity fakir.

Westchester Has a Good Asylum

This bogus solicitation in Westchester County is particularly unfortunate since on the confines of that county is located one of the best colored orphan asylums in the country, which enjoys the highest public regard. It is easy to see how such solicitation could divert from this worthy institution the support that was meant for it and to which it is entitled.

Although there are many excellent organizations for colored people there are also so many dishonest ones that contributors are urged to exercise particular caution in making sure that their donations reach a worthy destination. The Bureau of Advice and Information will be glad to report on all appeals.

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JULY 18, 1921

No. 29

Asks for Federal Turnover Tax on Merchandise

If This Will Not Yield Sufficient Revenue, The Merchants' Association Advocates a National Tax on All Turnovers to Replace Burdensome Taxes on Business Which It Thinks Should Be Repealed—Believes in Low Rate and Wide Diffusion of Taxation

The Merchants' Association has declared in favor of the repeal of the Excess Profits Tax on corporations and of certain other onerous Federal taxes and for the substitution of a Sales Tax on all turnovers of goods, wares and merchandise, provided this tax will produce a sufficient amount of revenue at a rate of not more than one-half of 1 per cent. If this rate will not produce revenue enough, The Association favors a tax on all turnovers.

Test of Sentiment

This position was taken by the Board of Directors for The Association last Tuesday in casting its ten votes on the second referendum of the Chamber of Commerce of the United States with regard to the revision of the Federal tax laws.

The Board had the benefit of the results of two tests of sentiment with regard to Federal taxes. One of these tests took the form of a hearing given by The Association's Committee on Taxation, an account of which was published recently in "Greater New York." The second test was made by sending postal card ballots to every member of The Association in the July 4 issue of "Greater New York."

The Postal Card Ballot

The contents of the postal card was as follows:

"To All Members of The Merchants' Association of New York:

Tax Revision

This Association invited members interested in the revision of the Federal tax laws to express themselves as to the form of the revision. The result was as follows:

Total ballots received.....	591
Imperfect ballots, not counted.	18
Total ballots counted.....	573
	No. of Votes

1. For repeal of the excess profits tax 459
2. For retention of the war taxes on business, including increase of the income tax on corporations 38
3. For repeal of the war taxes on business and the substitution of a sales tax at a low rate on all business transactions, to replace revenue lost by repeal and shrinkage 359

FORM OF SALES TAX

4. For a tax on retail sales only. 119
5. For a sales tax on each turnover of goods, wares and merchandise only 118
6. For a sales tax on all turnovers. (This would include all transfers of property of every kind) 187

"The Board of Directors wish to know your views upon Revision of Federal Taxation.

"It is conceded that the Excess Profits Tax will be repealed, causing a loss of about \$450,000,000 revenue. There

will be considerable shrinkage in the revenue from other sources. This lost revenue must be replaced.

"There are two principal alternative methods:

"1. Retention and increase of present taxes as high rates on relatively FEW business transactions; and the addition of new taxes on business.

"2. Substitution therefor of a sales tax, at a low rate, on ALL business transactions.

"The second proposal implies the repeal of the various additional taxes levied on business transactions, to meet war needs.

"If a Sales Tax be substituted for the present system should it be

"3. A Tax on Retail Sales ONLY;
or

"4. A Tax on Each Turnover of Goods, Wares and Merchandise only;
or

"5. A Tax on ALL Turnovers, which would include all transfers of property of every kind?

"A postal card, upon which these propositions are stated, is enclosed. Please indicate your views thereon, SIGN it, and return to this office.

"By Order of the Board of Directors.

"S. C. MEAD,

"June 30, 1921."

"Secretary.

Result of the Test

The Board of Directors had before it the following summary of the cards

VOTE CAST IN NATIONAL CHAMBER'S TAX REFERENDUM

that had been filled in and returned to The Association up to last Tuesday:

Total Ballots Received..... 591
 Imperfect ballots, not counted... 18
 Total ballots counted 573

	No. of Votes
1. For repeal of the Excess Profits Tax	459
2. For retention of the War Taxes on Business, including increase of the income tax on corporations....	38
3. For repeal of the War Taxes on Business and the substitution of a Sales Tax at a low rate on all business transactions, to replace revenue lost by repeal and shrinkage	359

Form of Sales Tax

4. A Tax on Retail Sales only..	119
5. A Sales Tax on each turnover of goods, wares and merchandise only	118
6. A Sales Tax on all Turnovers. (This would include all transfers of property of every kind).....	187

Merchants' Association's Vote

The Board gave careful consideration to the results of the ballot, agreeing that it indicated a desire on the part of the members that a Turnover Sales Tax should be substituted for the taxes repealed, that the rate should be as low as possible, and that the tax should be widely diffused. This principle was adopted by the Board which thereupon cast the ten votes of The Association upon the referendum of the National Chamber as follows:

Repeals of Taxes

I

Do you favor repeal also of War Excise Taxes levied in relation to Particular Business (except transportation and communication)?

In favor

II

Do you favor repeal of War Excise Taxes upon Transportation and Communication in addition to repeal of the Excess-Profits Tax?

In favor

Substitute Taxes

A

If you favor this repeal alone, do you favor replacing this revenue of \$450,000,000 by

Use of increased income tax on corporations?

or

Use of a sales tax?

Spent Five Billions

The cost of running the United States Government during the fiscal year was \$5,115,927,689, according to the Treasury Department's statement for the close of business June 30.

Revenues from all sources amounted to \$5,624,932,960, and there was a balance of cash in the general fund amounting to \$549,678,105, enough to meet expenses for several days.

For the year ending June 30, 1920, the Government's income was \$6,694,565,388, and its expenditures \$6,403,343,841. All types of taxes collected during the 1921 year showed losses compared with the 1920 returns, but the big decrease was in the income and profits levy, which produced \$3,206,046,157 in 1921 and \$3,944,949,287 the previous year.

During the year 1921 the Government obtained \$8,864,998,322 from sales of its securities and retired \$9,182,027,170 worth of securities. Listed in the ordinary disbursements was \$999,144,731 paid during the year as interest on all classes of debts.

The gross National debt at the end of the year was \$23,977,450,552, while at the end of the fiscal year 1920 it was \$24,299,321,467. The high point in the debt of the United States for all time came August 31, 1919, when it was \$26,596,701,648.

In favor

B

If you have voted in favor of repeal of War Excise Taxes levied in relation to Particular Businesses do you favor replacing the revenues of \$850,000,000 by

Use of a sales tax in addition to increased income tax on corporations?

or

Use of a sales tax to bring in the whole amount?

In favor

C

If you have voted in favor of repeal of War Excise Taxes on Transportation and Communication, do you favor replacing the revenues of \$800,000,000 by

Use of a sales tax in addition to increased income tax on corporations?

or

Use of a sales tax to bring in the whole amount?

In favor

D

If you have voted in favor of repeal of War Excise Taxes levied in relation to Particular Businesses and also in favor of repeal of War Excise Taxes on Transportation and Communication, do you favor replacing the revenues of \$1,200,000,000 by

Use of a sales tax in addition to increased income tax on corporations?

or

Use of a sales tax to bring in the whole amount?

In favor

Forms of Sales Taxes

(a)

If you have voted for use of a Sales Tax, do you favor

Use of a tax on Retail Sales of Merchandise only?

or

Use of a sales tax on Turnovers to bring in the whole amount?

In favor

(b)

If you have voted for use of a Turnover Tax, do you favor using a Turnover Tax

On goods, wares, and merchandise?

In favor

or

On all turnovers?

The vote on the last proposition on the part of the Chamber of Commerce of the United States was cast with the understanding that if a tax of approximately one-half of 1 per cent on all turnovers of goods, wares and merchandise will not raise the required revenue, then The Merchants' Association favors a tax on all turnovers, which is the alternative proposition under "b" under "Forms of Sales Taxes."

—O—

"THE SUNSPOT"

The Chamber of Commerce of Phoenix, Arizona, has begun the publication of a monthly paper which it calls "The Sunspot." The first issue is full of life and optimism.

EXCESSIVE PASSPORT FEES INJURE AMERICAN COMMERCE

The Merchants' Association Points Out to Senator Lodge the Harm Done by the High Rates Demanded for Issuing and Viséing Passports—New York Office Retained for Year

Largely as a result of the efforts of The Merchants' Association an item for the maintenance of the Passport Office in New York during the fiscal year beginning July 1, 1921, was included in the last Deficiency Appropriation bill. This insures the continuation of the Office for another twelve months, to the great convenience of thousands of travelers.

Working for Permanent Basis

It is the opinion of The Merchants' Association that since the usefulness and necessity of the Bureau is recognized beyond question, it should be placed on a permanent basis rather than being required to continue on a year-to-year basis, with the attending uncertainty of that policy. A bill to accomplish this has been introduced in the House by Representative Fairchild of New York, H. R. 6420, which amends the Revised Statutes to read:

"The Secretary of State may grant and issue passports, and cause passports to be granted and issued in the United States by agents of the Department of State, and there shall be established and maintained passport offices in the cities of New York, San Francisco, Seattle, Chicago and New Orleans, and the Secretary, etc."

The Merchants' Association is supporting this measure, and trusts that it will also receive the support of interested members.

Office Is a Source of Revenue

The fact that the New York Passport Office continues to be a source of revenue to the Federal Government far beyond its cost, and that this money, if not collected by the local office at New York, would be almost entirely lost to the Federal Government, (going to the clerks of certain courts) is a fact to be considered with regard to this legislation.

Seeks Reduction in Passport Fee

The Merchants' Association also believes that the increase in the charge for issuing and viséing passports which was authorized a year ago is not warranted. At that time the fee was increased from \$2 to \$10.

After taking up this matter with

Senator Calder of New York, The Association has addressed the following letter to Senator Lodge of Massachusetts, Chairman of the Senate Committee on Foreign Relations:

"As Chairman of the Senate Committee on Foreign Relations, The Merchants' Association of New York desires to invite your attention to a matter relating to the passport control of the United States, namely, the amount charged for issuing and viséing passports.

Asks Restoration of Old Fee

"The Merchants' Association of New York is on record in favor of a return to the amount formerly charged for issuing and viséing passports, namely \$2.00, instead of the \$10.00 charge authorized by a law effective July 1, 1920. The present sum is far more than the service costs the Government to maintain and is a burden on business, which, in our judgment, is not warranted. The object of the increase, as stated in Congress when the matter was under consideration, rests in the added revenue thereby produced for the Government, none of the proponents of the increased fee alleging that it was necessary in order to cover the cost to the Government. In other words, the passport service results in a material percentage of profit to the Government. It is our belief that such a service bureau in the Department of State, which American travelers are compelled to patronize, should not assess a tax on the traveling public.

"The fact that passports are no longer required by the Department of State does not alter the fact that every prudent traveler going abroad is obligated to obtain and carry with him an American passport as a means of satisfactory identification in the countries he is to visit.

Increases by Other Countries

"It is, moreover, unfortunate that this increase in the amount charged by the Government of the United States for issuing and viséing passports has had a double effect on American travelers in that other countries have proportionately increased their charge for viséing passports.

"The charge for viséing by leading countries other than those exacting high fees is usually identical with the amount formerly charged by the United States. The list and the charge for viséing American passports follows:

Argentina	\$2.70
Bolivia	1.20
Brazil	2.20
Chile	2.00
China	2.00
Colombia	2.00
Costa Rica	2.00
Czecho Slovakia	10.00
Ecuador	2.00
Denmark	10.00
Finland	2.00
France	5.00
Great Britain	2.50
	or
	5.00
Greece	10.00
Guatemala	2.00
Haiti	4.00
Holland	1.50
Honduras	2.00
Italy	10.00
Japan	2.50
Mexico	10.00
Nicaragua	1.50
Jugo-Slavia	10.50
Norway	10.00
Panama	2.00
Paraguay	1.00
Peru	2.00
Poland	10.00
Portugal	1.50
Roumania	10.00
Russia	1.20
Salvador	2.50
Switzerland	2.10
Siam	2.00
Sweden	10.00
Uruguay	1.25
Spain	2.50
Siberia	1.00

Reciprocal Increases Threatened

"It is reported that in addition to the foregoing, certain South American countries are considering reciprocal increases against the United States. Business travelers from the United States forced to enter and pass through the European countries having a high visé charge protest strongly against the total amount which their visés cost. It is often true that the visés for a short trip cost more than first-class railroad transportation. Officials in these countries, when an American protests, are quick to remind our travelers that it was the United States that first set the fashion of charging \$10.00 for viséing. In fact the staff of The Merchants' Association when communicating with the consulates of those countries in New York regarding their charge for viséing were reminded that they charge only the amount which the American Government itself assesses.

Serious Injury to Business

"The extent of the injury of this tax

PASSPORT FEES ARE INJURING COMMERCE

on American business is impossible to ascertain. In these times of diminished volume of overseas trade, American firms are compelled to scrutinize all costs even through small and the aggregate of the initial cost and repeated viséing cannot be overlooked. Between June 30, 1920 and June 1, 1921, the Department of State issued approximately 190,000 passports, the greater number being given to persons abroad for pleasure and travel while, according to the Department of State, 'a great many were furnished for commercial business.' Doubtless many persons traveling for pleasure do not feel the additional charge for issuing and viséing, while other poorer American citizens do feel the charge. As to the tax on the 'great many' commercial travelers from this country, we believe it is wholly unjustified, and that it is one of the further handicaps put on Americans doing business in competition with other countries. Moreover, The Association is not convinced that this tax on aliens visiting the United States, particularly for those coming to do business in this country, is justified. We do not believe, therefore, that the argument sometimes heard regarding the increase, that 'American citizens can afford to pay it and aliens should be made to pay it' is entirely sound.

Trade Is Handicapped

"From the point of view of the total revenue so obtained, as compared with the total revenue of the Government, the amount, of course, is trifling. It is our belief that any action by Congress which handicaps the foreign business of the United States, thereby reducing the total volume of our foreign sales and purchases, inevitably results in a marked decrease in the total revenues of the Government, direct and indirect, as well as in a financial loss to private business.

"We trust that you will concur in the opinions above expressed and would appreciate a letter from you on this subject."

MONEY IN THE UNITED STATES

The amount of money in the United States on June 1 was \$8,072,737,253, as compared with \$7,804,528,384 on June 1 of last year.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

CLEANER MONEY IS BEING PRINTED

Secretary Mellon Tells The Merchants' Association Why Paper Money Has Been Dirty

PRESSES BUSY PRINTING BONDS

In response to complaints received from its members with regard to the filthy and worn condition of currency in circulation, The Merchants' Association wrote to Secretary A. W. Mellon of the Treasury Department, inquiring whether it was true that the condition of the currency was due to a decision of the Treasury Department not to issue or put in circulation new bills of any denomination for the present.

Secretary Mellon's Reply

In response to this inquiry the following letter has been received from Secretary Mellon:

"I have your letter of June 9, 1921, regarding the condition of paper currency now in circulation. You state it is reported that the present unsatisfactory condition 'is due largely to the decision of the Treasury Department not, for the present, to issue and put in circulation new bills of any denomination.' You inquire if such information is correct.

"In reply, permit me to advise you that the information is not correct. It is the present policy of the Department to improve the condition of paper currency in circulation, and every effort to this end is being made. Reports received by me show that a very marked improvement has been made the past few months, and I can assure you a further improvement constantly will be made.

Printers Were Busy on Bonds

"It must be confessed that the condition of the paper currency in circulation was very bad up to within six months ago; this was due to the inability of the agencies available for currency production to print more notes and at the same time produce the required public debt securities. This situation, happily, is passed and an increased currency printing program was inaugurated several months ago, with very important results. Representations were made to Congress, upon its assembling in special

session, and the necessary appropriation to continue the increased production to the end of the current fiscal year is being provided and funds have been provided for next fiscal year which will insure a printing program very much in excess of what heretofore has ever been authorized.

"In order to insure an equitable distribution of currency throughout the United States, all available new notes are distributed through Federal Reserve Banks. I shall be very glad indeed if you will call at the Federal Reserve Bank of New York with respect to the situation in their district, and, for the bank's information, I am sending it a copy of your communication and a copy of my reply."

TO CHECK PILFERAGE

Mr. Henry B. Twombly, a member of the Foreign Trade Committee of The Merchants' Association, will represent The Association in a corporation which is being formed by commercial organizations and marine insurance underwriters to minimize losses from pilferage of merchandise in transit.

In joining this movement, The Association assumes no legal or financial obligation, and it is understood that The Association shall not be committed in any way without the approval of the Board of Directors. Mr. Twombly has been authorized to protest any action by the new corporation which does not meet his approval, and to withdraw in case his protest does not succeed.

THEFTS OF OCEAN FREIGHT

The Evening Sun

The action of The Merchants' Association in joining with other commercial organizations and with the insurance companies to stamp out thefts of ocean freight should be productive of good results. Losses to shippers from such robberies now amount to many millions of dollars annually, and so common have they become that insurance rates are almost prohibitive.

The commercial bodies concerned have been wise not merely to form an inter-organization committee to deal with this serious problem. They are forming a special corporation for the work, which, we gather, will function as an autonomous body dedicated to the object of putting an end to the epidemic of thefts,

SAY CUSTOMS RULES ARE UNREASONABLE

Protests Made Against Regulations Which Members of This Association Deem Unjust

CONSULS MISLEAD EXPORTERS

Members of The Merchants' Association have complained of two requirements of the customs service regulations which are now being considered by The Association's Committee on Customs Service and Revenue Law.

An Unnecessary Expense

One member protests against the requirement that an importer having a claim against the government, the justice and correctness of which are not questioned by anyone, is nevertheless required to secure the services of a customs lawyer in order to file the simple documents necessary to secure the amount of the claim.

The cost of employing a lawyer for this work frequently adds materially to the expense of obtaining redress.

Duty on Stolen Goods

Another member complained of the requirement of the government that import duties must be paid on merchandise shown in an invoice, regardless of whether it is actually received or not. The government insists that if merchandise has been pilfered on its way to the United States, the importer must pay duty on the number of pieces shown in the invoice.

This member believes that duty should be paid only on the actual number of pieces of merchandise which are known to have been imported into the country.

Consuls Gave False Information

Some alien exporters of goods to this country have complained to The Merchants' Association that incorrect information has led them to export to the United States merchandise which they would not have exported had they been properly instructed. These business men said that before they left their home country they asked the American Consul how much duty they would have to pay upon the merchandise that they desired to send here and that on their arrival they found that the information which the Consul gave them was incorrect.

The Merchants' Association, through

its Foreign Trade Bureau, has called the matter to the attention of the Director of the Consular Service in the State Department, in Washington, with the suggestion that instructions be again issued to American Consuls abroad to be extremely careful in furnishing information to visitors to the United States.

SEEKING FACTS ON REAL ESTATE DEBT

Census Bureau Urges Compliance With the Law That Compels Reports to Be Submitted

INFORMATION IS CONFIDENTIAL

The United States Census law requires the Director of the Census to collect statistics concerning the number of farms and homes that are encumbered with loans.

Questionnaire to City Dwellers

This information is obtained in the country districts by the regular census enumerators, but it has been found impracticable for the enumerators to gather the information in cities. For the purpose of obtaining it, therefore, confidential circulars have been sent out by the Census Bureau requesting answers to the following questions:

- "1. Street and number of house.
- "2. Market value on January 1, 1920, of this house. (Amount for which the home could be sold within a reasonable time.)
- "3. Amount of encumbrance on this home January 1, 1920. (Deduct all payment of principal made before January 1, 1920.)
- "4. Amount of this encumbrance when existing loan was made.
- "5. Annual rate of interest actually being paid January 1, 1920, on above indebtedness."

Comparatively Few Reports

Although the Bureau says that these questions have been sent to each citizen in New York City, a comparatively small response has been received. Unless a larger number of returns is sent in to the Bureau, it will be necessary to compile statistical information upon the basis of the inadequate number of reports.

In connection with the questions, the Census Bureau in its circular letter, says:

"The Act of Congress approved March 3, 1919, requires the Census Bureau to collect statistics as to the number of persons owning their homes and the encumbrance thereon. The census enumerator who recently enumerated your family reported that your home was owned subject to encumbrance. I have to request, therefore, that you answer the following inquiries. All of your replies will be considered as strictly confidential and no information will be supplied to state assessors or Federal authorities to be used for purposes of taxation. The information will be used only to compile statistics showing the totals for the different cities, States, and the United States. No publication will be made whereby the figures for any individual can be identified."

NEW YORK'S SEWAGE POLLUTION *The World*

The legal weakness of New York's case against the Passaic trunk sewer may be read in the decision of the United States Supreme Court. Its moral weakness is that New York is itself pouring ten times as much sewage into the Upper Bay as New Jersey proposes.

The situation is known. It may at any moment become a serious emergency. Not only is sediment from sewage filling up the harbor—a condition which can be remedied, after a fashion, by costly dredging—but the microbe content of the waters of the bay long ago reached the danger point as affecting health.

New York must have some solution of its sewage problem. The cost will be great, but there is no help for it. A do-nothing Administration is neglecting the problem, like most others, leaving to its successor the heavy burden of providing relief. When this is done New York can come into court with cleaner hands to demand that New Jersey keep to the letter what the court terms its "valid contract" with the United States Government to treat the sewage in question so as to avoid a public nuisance.

SUBWAYS IN FORTY-SECOND STREET

The records of the Public Service Commission show that if the entire population of the United States had used the subway entrances in Forty-Second Street last year, the total would still be 34,000,000 short of the number of persons who actually used them.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"We Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE MERCHANTS' ASSOCIATION DE- CLARES FOR A TURNOVER SALES TAX

In casting its ten votes on the second Referendum taken by the Chamber of Commerce of the United States upon the revision of the Federal tax system, and especially the substitution of the Sales Tax for the Excess Profits Tax and certain other onerous Federal taxes, The Merchants' Association declares in favor of a Sales Tax upon every turnover of goods, wares and merchandise, provided the revenue needed by the government can be raised from such a tax at a rate of approximately one-half of 1 per cent.

If it is found that this rate is not sufficient to raise the sum required by the Government, The Association favors the extension of the tax to all turnovers.

This decision was reached after a hearing had been held during which members were invited to express their opinions, and after a further test of sentiment had been made by sending postal card ballots to all members of The Association with their regular copies of "Greater New York."

These tests reveal a natural division of opinion in the membership as to the form of Federal taxation, but they show a great preponderance for the repeal of the Excess Profits Tax on corporations and of the so-called "nuisance" taxes. They showed overwhelming sentiment in favor of the Sales Tax and a preponderance of opinion in favor of the Turnover Sales Tax. In casting the vote of The Association, therefore, the Board of Directors followed as nearly as possible the sentiment of the membership as revealed in these tests.

CUTTING DOWN THE COST OF GOVERNMENT.

Drastic economy in the cost of Government is an absolute necessity in the present situation. Reduction of governmental expenses means reduction in the crushing burden of taxation, which is doing much to prevent the resumption of business activity.

The message on the last page, sent by

The Merchants' Association to President Harding, unquestionably expresses the views of the business men of New York City and of the entire country. This is an issue upon which all citizens and all political parties are agreed.

Economy cannot be enforced without sacrifices. The staff of Government employees must be cut down wherever it is found to be unnecessarily large. Obviously, this cannot be done without arousing protests.

While there must be sympathy with faithful employees who are thus deprived of the offices which they now hold, the country expects all protests based upon individual, personal, or political considerations to be disregarded in the interest of the general welfare.

THE BUILDING SITUATION

The survey of the building situation in the larger centers of population which The Merchants' Association is conducting through its Industrial Bureau reveals a chaotic condition which demands attention.

It appears from the experience of Cleveland, where an investigation was made by the Chamber of Commerce, that the employers and the wage earners in the building trades were virtually in collusion to mulct the public. Because they knew the public would have to pay, the employers showed willingness to concede the demands for more pay and restrictive regulations.

It also appears that the cost of building material is altogether out of proportion to the cost of other articles of consumption.

The hold-up in the building industry is adding to the number of unemployed and thereby retarding the return of business activity and prosperity.

Throughout the country there is a shortage of housing accommodations. The need for more houses has been and still is so acute that it has attracted general attention. The facts disclosed by The Merchants' Association's inquiry afford a general view which is especially valuable at this time in the consideration of plans for relieving the situation.

Building Is Paralyzed by Excessive Expenses

Cost of Materials and High Wages Are the Principal Obstacles to a Resumption of Building Activity—Public Refuses Longer to Pay—The Experience of Cleveland in Meeting the Hold-up Is Interesting and Instructive—Unemployment Aggravated

Prepared by the Industrial Bureau of
The Merchants' Association

What is the matter with the building industry?

"High cost of building materials and high wages" is the answer given by investigators who have looked into the situation.

Chaos and Unemployment

In last week's issue of "Greater New York" a bird's-eye view of the industry in some of the larger cities was given. It showed the existence of a chaotic condition which has practically paralyzed building in the centers of population where it is most needed.

This paralysis of the building industry is aggravating the unemployment which extends throughout the Nation. It is estimated that July 1 found more than 3,000,000 men out of work.

What High Wages Mean

Wages in the building industry in New York City are 91 per cent higher now than they were in 1913.

It has been estimated that wages constitute from 35 per cent to 50 per cent of the total cost of building.

A recent analysis of the cost of seven buildings representing distinct types of construction shows that the labor cost was 44 per cent of the total and the cost of building materials 44.88 per cent, leaving 12.12 per cent for profits and overhead expenses.

Building Materials

The cost of building materials is now 102 per cent higher than it was in 1913 according to the latest Government figures, issued in May of the present year. As the average for all commodities is only 51 per cent above the 1913 average, it will be seen that the cost of building materials is astonishingly higher than it ought to be.

Strikes and Wage Readjustment

Since wages and building materials together constitute more than 80 per cent of the cost of construction, it has been clear that reductions of these two items must take place before building can be resumed on a large scale. Yet attempted wage revisions in the build-

ing industry during the last few months have brought about strikes or lockouts in Philadelphia, Boston, Rochester, Cleveland, Chicago, San Francisco and other points.

The Cleveland Report

One of the most instructive documents with relation to the paralysis of the building industry is a report made by the Cleveland Chamber of Commerce after an investigation of the building industry in that city during the summer of 1920. The report calls attention to seven factors which it considers detrimental to the public interest as well as to the building industry itself, as follows:

(1) The special trade agreements between contractors, or contractors' associations, and individual building trades unions virtually result in a dictation by the unions to the contractors as to hours, wages and conditions of employment.

(2) Under present conditions the unions are in position to enforce those terms of such agreements which are favorable to themselves, whereas the contractors are almost powerless to compel the observance by the unions of those portions of the agreements which provide some safeguards of the contractors' interests.

(3) The three-year General ("No Strike") Agreement between the Building Trades Employers Association and the Building Trades Council, adopted in 1918, has not resulted in preventing a number of long and costly strikes in the local building industry and, although it has prevented numerous small strikes, is in large measure unenforceable.

(4) Trade agreements practically designating union headquarters in each trade as the agency through which contractors must obtain employees have placed the control of the supply of local building labor largely in the hands of local building unions, to the decided detriment of the building industry. Through circulars and announcements in labor organs, unions have warned craftsmen to stay away from Cleveland on the ground that the local labor supply was adequate.

(5) Cleveland union scales of wages in the building industry are higher than those of any other city included in your committee's inquiry, except Chicago, where scales are reported as slightly higher than in Cleveland. The increased rate of wages paid in many local building trades since 1914 is greatly in excess of the increased rate of living costs.

(6) The local building labor shortage, accentuated by union domination of the labor supply, resulted in active competition among contractors for labor and the payment by them of wages greatly in excess of the prevailing union scale. New wage agreements generally absorbed these competitive increases, establishing a new minimum basis for such bidding. It is understood that the Building Trades Employers Association are taking steps to prevent this practice of bidding, which is clearly contrary to the purpose of annual trade agreements fixing wages. However, your committee does not regard as beneficial to the public interest a condition wherein a wage rate is fixed annually as both minimum and maximum by agreements including practically all employers and employees in a trade or industry.

(7) Under-production by Cleveland's building labor is a well-defined fact. Your committee believes it may be fairly stated that, compared with 1914, the average building craftsman in the summer of 1920 produced two thirds as much work and received twice as much pay.

Based on this estimate, unit building labor costs increased 200 per cent in this interval.

Union Labor Restrictions

The report also denounces rules promulgated by the labor unions designed to increase the number of men employed and the amount paid to them by builders. In this connection the report says:

Decreased productivity of building labor is partly due to the unions' policy of discouraging maximum production.

Although the three-year General Agreement between the Building Trades Employers Association and the Building Trades Council provides: "There shall be no limitation as to the amount of work a man shall perform during the working day," and although no published union rules are found actually limiting the quantity of work to be done in a given time, your committee believes that limitation of production is systematically accomplished by the building unions.

Your committee finds that building union members have established in various crafts fairly uniform limited production standards, the observance of which assures them longer employment on each job or higher wages due to an artificially created scarcity of labor.

Your committee finds that it is customary for a building trade union to designate one of its members employed on each job as the "job steward." His functions on behalf of the union are to enforce union rules, report violations, and see that the "fast" men in his craft do not do more than the average ones—in some instances, than the least efficient. Under this system, employees fear being penalized by their union for any efforts to expedite production.

Many union rules in building trade agreements, including those prohibiting the use of labor-saving methods and machinery, have the effect of impairing productive efficiency and unnecessarily increasing building costs.

The following examples of such rules appear in the Plumbers' Agreement:

No. 20

All iron pipe one-eighth inches to two inches, inclusive, shall be cut and threaded on the job. Also, all soil pipe shall be cut and caulked on the job by journeymen plumbers.

(On large jobs it was formerly customary to cut small pipe in the shop in quantities, thereby effecting a saving).

No. 25

Preparing joints by means of sandpaper or what is commonly known as scratch cloth is strictly forbidden.

No. 26

All lead work to be installed by journeymen plumbers must be prepared and wiped by members of Local No. 55 on the job.

No. 31

No member shall be allowed to stop at the shop, supply house or job for material before 8:00 A. M. or after 4:30 P. M.

No. 36

No member of this local union shall receive any time cards or card checks or punch any time clocks.

The following extract is taken from the Carpenters' Agreement and working rules: Section 9

The use of door-fitting machines shall be prohibited. The use of time clocks is prohibited.

The following extract is taken from the Painters' and Decorators' Agreement: Section 18

No member is allowed to work with a brush over 1/4 inches wide in oil, not to apply to kalsomining or sizing.

The following extract is taken from the Plasterers' Agreement: Section 4

No journeyman will be permitted to go upon the scaffold before time to go to work. Any

BUILDING CRISIS IN CLEVELAND BRINGS LOWER WAGE

journeyman violating this section shall, upon conviction, be fined \$1.00. This section does not apply where members have to change their clothes on the scaffold.

Cost of Materials

The Cleveland report then takes up the cost of building materials in relation to building costs, and on this point it says:

A. The aggregate of building material prices in Cleveland as of June, 1920, was apparently lower than the aggregate of those of other cities from which data were obtained, with the exception of Chicago.

B. The tremendous increases in the costs of building materials here and elsewhere are mainly attributable to the unprecedented demand for such materials since the Armistice. It is undoubtedly true that the condition of an abnormal seller's market exaggerated the normal operation of the law of supply and demand and resulted in exorbitant and unjustifiable prices in many instances.

C. A large factor in increased material costs is found in the greatly increased labor costs in the production of building materials.

D. The fact that building material producers, wholesalers and dealers in many lines here and elsewhere have formed trade organizations among themselves is believed by your committee to be a basis for the current opinion that material prices are not determined by free competition.

In view of allegations which have been made before your committee of unfair discrimination by dealers and of controlling of prices of building materials, your committee respectfully recommends that the Chamber of Commerce invite all persons having knowledge of these practices to communicate their evidence to the Chamber, with a view to possible further inquiry along this line.

E. The "cost-plus" system, cited as a cause contributing to high building labor costs, is also found by the committee to be a cause for high material costs, as it fails to safeguard the owner against extravagance by the contractor in the purchase of materials.

The Closed Shop Opposed

Upon the facts set forth in this report, the Cleveland Chamber of Commerce declared war upon the closed shop as an important contributing cause of the paralysis of building. The agreement between the Building Trades Employers Association and the Building Trades Council ended on May 1, 1921. The open shop issue was temporarily lost sight of on that date by a strike precipitated by the failure of the two parties to the agreement to agree upon a new wage scale. A Board of Conciliation composed of representatives of both sides was unsuccessful after five weeks' effort in bringing about an agreement, and meanwhile the Chamber of Commerce, by canvassing its own membership and firms directly interested in building, sought to arouse public interest in the reestablishment of the open shop. To the same end it notified both sides in the building controversy that it would oppose any settlement of their dispute which did not definitely provide for the reestablishment of the open shop and the removal of all restrictions upon production.

The strike was suddenly terminated by the adoption of a suggestion made by the Cleveland "Plain Dealer," a leading newspaper of the city, that seven members representing the public be added to the Conciliation Board. It took the Board, thus augmented, three days in which to arrive at the conclusion that wages should be cut approximately 17 per cent and that the public should have permanent representation on the Conciliation Board.

Conciliation Board's Report

The report of the Conciliation Board, which was made June 9, 1921, contained the following:

In pursuance of the suggestion of the Cleveland "Plain Dealer," the establishing of a wage scale in the building trades here for the season beginning May 1, 1921, was submitted last week to arbitration. To hear and determine this question, the regular complement of fourteen members of the Conciliation Board, which represents equally the organized employers and the organized employees in the building trades of Cleveland, has been augmented by the addition of seven representatives of the public at large.

Not included in this arbitration, however, are three organized crafts within the building trades, namely, those of the bricklayers, the plumbers and the electricians. The wage scales for those crafts are understood to be in course of determination by other arbitrators.

The augmented Board of Conciliation convened on June 6, 1921, and after hearing for two days and a careful consultation since, they have reached the conclusions now announced.

Among other things, the problems before the Board have been how to revive this industry so that the shortage of buildings and the prevalence of unemployment may be relieved, and how to reconcile the rate of pay with the falling cost of living without sacrifice of a living wage.

It is fully recognized that there are three parties in interest, employers, the employees, and the public. Many questions exist of vital concern to all three, but of these questions only the general wage scale is now before us. There are other significant factors within the control of each party which have as much influence on the prosperity of the building trades industry as the question of wages. But mindful of the fact that the authority conferred upon us is strictly limited to the one question, we forbore discussion of any others.

We have carefully considered the extent to which the cost of living has decreased in Cleveland between the peak prices of July, 1920, and the price level of May 1, 1921, as well as the trend since. We have also traced the course of prices and wages in Cleveland and in the country at large from the pre-war level to those which now obtain. Without attempting to discount the future, though not unmindful of the present trend, we have sought, with due heed to the maintenance of the living wage, to conform the alteration of the wage scale as nearly as possible to the altered cost level.

The percentage of alteration of pay for the different crafts is not, however, precisely uniform. In adjusting differentials, we have taken into account many factors, including among others, the history within recent years of the shifting of those differentials, the relative skill, difficulty, danger, agreeableness, and seasonal interrupting the work of the different crafts and the corresponding differentials obtaining elsewhere.

We have endeavored to do all this with due deliberation but without undue delay; for we recognize that since May 1, much precious time has already been lost in fruitless negotiations. It is much to be regretted that February 1, instead of May 1, has not been universally adopted as the annual date when these wage scales are to be settled.

Our award on the wage scale for the present season is as follows:

Name of Trade	Old Scale	New Award
Carpenters	\$1.25	\$1.04
Cement Finishers	1.12½	1.04
Holisting Engineers	1.25	1.04
Iron Workers	1.25	1.04
Lathers	1.25	1.04
Plasterers	1.25	1.04
Sheet Metal Workers	1.25	1.04
Slate Roofers	1.25	1.04
Steam Fitters	1.37½	1.04
Stone Cutters	1.25	1.04
Painters	1.12½	.93
Pipe Coverers	1.12½	.93
Pile Drivers	1.00	.91
Gravel Roofers	1.00	.83
Glaziers .....	.92½	.80
Masons' Helpers .....	.87½	.60
Plasterers' Helpers .....	.87½	.60
Unskilled Laborers .....	.87½	.57½

In conclusion, we submit that public confidence and support can result only from a sense of justice to the public through the mutual protection of the rights of all parties concerned. And hence we recommend that the Conciliation Board provide for the creation of a permanent board of experts to be presided over by an impartial chairman, to the end that the public may have permanent representation in the settlement of wage disputes and all jurisdictional questions, and also in the abatement of abuses and in the development of general well-being within the industry.

We regard the creation of such a board as of supreme importance.

Other Wages Reduced

The wages of bricklayers, electricians and plumbers were not included in the award, but were arbitrated separately by a different individual in each case. The wages of bricklayers were reduced from \$1.25 per hour to \$1.04 and electricians and plumbers were each reduced from \$1.37½ to \$1.10 per hour.

Although work has been resumed on incomplete buildings throughout the City, including several important operations, it is not reported that the industry in general has yet been stimulated by the settlement.

The building employers are attempting to have the unions revise their agreements whereby all restrictive practices will be eliminated and the Chamber of Commerce is still urging the abolition of the closed shop agreement and threatening legal action against both the Building Trades Employers Association and the Building Trades Council.

FOREIGN TRADE WORK IN JUNE

The Foreign Trade Bureau of The Merchants' Association during June answered 115 inquiries relating to the purchase or sale of merchandise in the United States. These inquiries related to 389 commodities. The Foreign Trade Bureau gave the names of 6,265 American houses with whom inquirers might correspond.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

PHILIPPINE LAW DEEMED UNFAIR

**Attempt to Compel the Use of
Certain Languages in Keeping
Business Books Is Unjust**

PROTEST SENT TO PRESIDENT

The Merchants' Association has written to President Harding in protest against the law passed by the Legislature of the Philippine Islands which provides that after November 1, 1921, it will be illegal for merchants to keep books of account in any other language than English, Spanish or a native dialect.

Letter to President Harding

The letter to President Harding, signed by President William Fellows Morgan on behalf of The Merchants' Association, reads as follows:

"The Merchants' Association of New York desires to invite your attention to the enclosed preambles and resolutions which have just been adopted by our Association with reference to the law enacted in the Philippine Islands last Spring, which designed certain languages in which books of account must be kept.

"The Merchants' Association of New York does not believe that this legislation is necessary and that it is distinctly unfair and harmful.

"Any consideration that you deem it wise to give to the matter will be cordially appreciated."

Protest Sent to Governor General

Letters on the same subject were sent to the Governor General of the Philippine Islands and to the Speaker of the House of Representatives at Manila. These letters were as follows:

"Various commercial interests in New York transacting business with the Philippine Islands have brought to our attention the law enacted by the Philippine Legislature last Spring, No. 2972, February, 1921, which makes it illegal, after a specified date, for business houses in the Philippines to keep their books of account in any other language than English, Spanish or a native dialect.

"Statements coming to The Merchants' Association of New York from various sources, including China, Philippine Islands and different sections of the United States, indicate a widespread apprehension that the enforcement of this legislation will drive a large number of Chinese firms out of

business in the Philippine Islands, a result which, it is generally feared, will mean a serious loss of American business in those Islands.

The Legislation Is Unnecessary

"Moreover, The Merchants' Association of New York does not understand why such legislation is necessary, believing that other means could be devised whereby correct returns of business houses upon which taxes are based could be assured.

"May we ask that you give consideration to the enclosed preambles and resolutions, giving also, if you deem it best, your support to efforts that are being made looking toward a repeal or modification of the law in question."

Resolutions Attack New Law

The Preambles and Resolutions enclosed in the letters were as follows:

"Whereas, The Legislature of the Philippine Islands has enacted a law, No. 2972, February, 1921, providing that after November 1, 1921, it will be illegal for any person, company, firm or corporation engaged in business, industry or other activity for profit in the Philippine Islands, to keep their books of account in a language other than English, Spanish, or a native dialect, and that violators of this law will be punished by a fine or imprisonment or both; and

"Whereas, Such a provision of law is, we believe, unparalleled, unjust and unnecessary, other countries, including the United States, not having this or any other similar requirement; and

"Whereas, A large part of the business of the Philippine Islands has for years been in the hands of Chinese merchants, these merchants at present being reported to pay approximately seventy per cent of the business taxes of the country; and

"Whereas, Probably the greater part of these Chinese merchants find it impracticable to keep their books of account in any of the above named languages, which will therefore force them to withdraw from business in the Philippines; and

"Whereas, This law does not fairly consider these Chinese merchants, but seems rather to be aimed directly at them, and amounts, therefore, to class legislation; and

"Whereas, The enforcement of the law and the withdrawal of a large proportion of the Chinese merchants from business in the Philippines will seriously and permanently injure the continuation and development of American business in that country; now therefore be it

"Resolved, That The Merchants' Association of New York hereby records its strong protest against this law and promises its support to efforts being made to bring about its repeal or modification; and be it further

"Resolved, That copies of these preambles and resolutions be forwarded to the President of the United States, the Secretary of War, the President of the Senate, the Speaker of the House of Representatives, the New York Delegation in Congress, the Acting Governor General in the Philippines, and the President of the Senate and Speaker of the House of Representatives in the Philippines."

FLORIDA PHOSPHATE

The total shipment of phosphate from Florida during 1920 was 3,369,384 long tons, as compared with 1,660,200 tons in 1919, or more than double. The year 1913 is referred to as the "peak" year of the phosphate industry of the State, production that year amounting to 2,545,276 long tons, with a valuation of \$9,563,084. The valuation for 1921 was \$19,464,362.

ALL THESE PLACES WANT DAYLIGHT

**More Cities, Towns and Villages
Send Word That They Are
Operating Under the Reform**

OTHERS FAVOR FEDERAL LAW

The following cities, towns and villages should be added to the list of those operating under Daylight Saving:

Connecticut	
*Groton	*New London
*Wallingford	
Maine	
Kennebunk	
Derry	New Hampshire
Union	
New Jersey	
Baldwinsville	Ossining
Depew	Plandome
East Hampton	Saugerties
Kenmore	Whitesboro
North Carolina	
Gastonia	
Pennsylvania	
Conshohocken	Carrick
Rhode Island	
North Providence	

Favorable to Daylight

The following places are to be added to the list of places not operating under but favorable to Daylight Saving:

Connecticut	
Washington	Favorable to Federal, unfavorable to local action.
New York	
Salt Aire	General sentiment favors Daylight Saving.
Pennsylvania	
Pitcairn	Favorable to Federal action.
Vermont	
Bellows Falls	"If Congress adopts, we do, not else."

*The names of the Connecticut towns that are preceded by an asterisk indicate that because the State law prohibits it, clocks have not been moved forward, but that nevertheless the town or city is operating under a Daylight Saving schedule.

"BROADWAY"

The Broadway Association, Incorporated, of New York City, has begun the publication of a house organ which it calls "Broadway." It features special offers by members relating to New York City, and especially to Broadway.

"THE DYNAMO"

The Chamber of Commerce of Munsey, Indiana, has begun the publication of a monthly organ under the title of "Dynamo." It is in the magazine form.

"THE CANTONIAN"

The Chamber of Commerce of Canton, Ohio, is publishing an organ entitled "The Cantonian." In form it closely resembles "Greater New York."

SEEKING EDUCATION IN FOREIGN TRADE

**This Association Defines Its Views
at the Request of the National
Chamber of Commerce**

MATTER IS OF IMPORTANCE

The Chamber of Commerce of the United States recently wrote to The Merchants' Association asking its opinion as to whether certain topics relating to foreign trade should be considered of "national importance." It is the purpose of the National Chamber to discuss these questions if they shall be deemed of sufficient moment.

Topics of Discussion

The topics regarding which the opinion of The Merchants' Association was asked were as follows: "Financing Foreign Trade," "Liquidating Stocks and Unpaid Accounts in Foreign Markets," "The Government's Foreign Trade Service," "Action for the Purpose of Bringing About Exemption from American Taxes for Americans permanently Abroad on Business," "American Chambers of Commerce Abroad," "Passport Fees and Passport Visés," "Cable and Radio Services," "American Export Prices," "Ethics of American Exporters," "Postal Facilities," "Participation by United States Concerns in Trade Expositions and Fairs Abroad," "Foreign Patents and Trademarks," "Need for Free Ports," "Export and Import Rates on Railroads and Waterways," "Theft and Pilferage."

Foreign Trade Committee's Report

The inquiry of the National Chamber was referred to the Foreign Trade Committee of The Merchants' Association of which Mr. Lucius R. Eastman is Chairman. This Committee submitted the following report to the Board of Directors at its meeting last Tuesday:

"At a meeting of your Foreign Trade Committee, held on July 6, 1921, consideration was given to a circular letter received from the Chamber of Commerce of the United States, which asked for an expression of opinion from The Merchants' Association with respect to whether or not certain items enumerated in that letter are to be considered "National" in importance and scope. A copy of the letter with the headings referred to is attached hereto.

"After consideration, it was voted to recommend that The Association reply to the letter to the effect that in its judgment all of the headings listed in the letter are National, at least in some of their aspects.

For a Campaign of Education

"It was the belief of the Committee that possibly this circular letter is being sent out by the Chamber of Commerce of the United States in order to ascertain business sentiment with respect to the wisdom of conducting a campaign of education throughout the United States regarding the development of foreign trade. Such a campaign would develop a more widespread appreciation, in this country, of the importance of maintaining and enlarging the volume of merchandise imported into and exported from the United States as a fundamental factor in the economic prosperity of all classes of business. In light of this belief, it was the further opinion of the Committee that The Merchants' Association of New York should express the opinion that in its judgment the Chamber of Commerce of the United States can perform a real service to the business interest of the country by laying emphasis in every proper way upon the broad National importance of the topics listed in the circular letter referred to, and the desirability of proper campaigns of education looking toward a better understanding of the far-reaching importance of foreign trade in every class of business."

After giving the report careful consideration, it was unanimously approved by the Board of Directors.

BOSTON CHAMBER'S ELECTION

Mr. Everett Morss, a member of the Board of Directors during the past three years, has been elected President of the Boston Chamber of Commerce. Mr. Morss will also serve as Chairman of the Executive Committee. Mr. Morss is a member of the corporation of the Massachusetts Institute of Technology and has been active in the affairs of that institution. He is president of the Simplex Electric Heating Company, Simplex Wire and Cable Company, and the Morss Whyte Company.

The Board of Directors also elected Mr. Henry S. Dennison as First Vice-President of the Chamber, Mr. Robert G. Dodge Second Vice-President, Mr. Allen Forbes, Treasurer, and Mr. James A. McKibben, Secretary.

BLOCK CAPTAINS DID GOOD WORK

**Summary for the Year Reveals
Useful Service Performed
for New York City**

THOUSANDS OF COMPLAINTS

The work of the Block Captains commissioned by the Anti-Litter Bureau of The Merchants' Association made a notable showing last year.

Complaints of Conditions

The complaints of conditions violating City ordinances relating to streets and public places, which were made by the Block Captains from April, 1920, to May, 1921, inclusive, were as follows:

Ash Cans Overflowing.....	2,531
Bundles on Curb.....	1,399
Circulars, Distribution of.....	5
Dead Animals, Removal of.....	253
Fire Escapes.....	7
Garbage Can Covers Needed.....	4,061
Garbage and Ashes Mixed.....	31
Garbage and Ashes Non-Collection.....	132
Hydrants in Need of Repair.....	52
Lamp Posts in Need of Repair.....	60
Miscellaneous Unsanitary Conditions.....	275
P. & R. Cans Wanted.....	2
Roadway Repair.....	66
Sewers Clogged.....	58
Sidewalk Repair.....	103
Spitters Warned.....	4,979
Sidewalk Sweep.....	2,385
Street Litter.....	4,851
Vacant Lots.....	345
Total.....	21,598

Corrected by the Manager

The following conditions were remedied by the Manager of the Bureau direct:

Ordinances pertaining to sweeping sidewalks.....	1,189
Uncovered garbage cans.....	232
Unsafe trap doors.....	121
Obstacles, hindrance to pedestrians.....	237
Spitters warned.....	1,789
Street litter.....	487
Exposed foodstuffs.....	727
Total.....	4,892

Work of School Block Captains

School	Number Block Captains	Number Reports Received	No. Violations
Public School No. 30	58	437	2,096
Commercial H. S. ...	248	263	835
De Witt Clin. H. S.	66	92	476
Evander Childs H. S.	207	302	1,722
Giris H. S.	26	55	95
H. S. of Commerce.	393	224	1,096
Hunter College H. S.	272	288	749
Julia Richman H. S.	41	26	15
Man. Training H. S.	31	47	42
Newtown H. S.	177	188	392
Stuyvesant H. S.	1,305	1,713	11,379
Wadleigh H. S.	706	1,049	2,702
Total.....	3,530	4,795	21,595

NEW YORK FREIGHT STATISTICS

The railroads moved 76,052,000 tons of freight into the Port of New York during 1914, or enough freight to load 3,000,000 cars, constituting a train of 25,000 miles, or long enough to encircle the world.

WATER SERVICE THROUGH CANALS

Advantages Are Offered to Shippers by Use of the State's Waterway System

READY TO ACCEPT FREIGHT

Prepared by the Traffic Bureau of The Merchants' Association

The Traffic Bureau of The Merchants' Association is in receipt of advice that the Inland Marine Corporation in connection with the Merchants and Manufacturers' Transit Corporation, has established the "Merchants' Inland Dispatch Line" for the purpose of rendering service between New York City and New York State points on the New York State Barge Canal. The schedule of

E. G. Warfield, Vice-President, Mr. Edward S. Walsh, General Manager, and Mr. F. A. Kelly, General Freight Agent, with offices at 27 Pearl Street, New York City. Mr. Edward S. Walsh was formerly Superintendent of Public Works in charge of the New York State Barge Canal. His long association with canal service and his experience with canal operation as Superintendent of Public Works doubly equip him with knowledge as to the requirements of the shipping public and the character of service to be rendered by an operating company on the Canal.

Already in Operation

The management advises that the company is now in operation, and for the immediate present is confining its operations to bulk freight and full boat load lots, but that it is arranging a schedule covering all classes of traffic,

CLASS RATES

In Cents per 100 Pounds, Between New York, Within the Free Lighterage Limits of New York Harbor, and

	1	2	3	4	5	6	R25	R26
Syracuse	53	45	37½	27	23	20	38	30
Baldwinsville, Weedsport, Port Byron, Clyde, Lyons....	55	47	39½	28	23	20	40	32
Newark, Palmyra, Macedon	56	48	40½	29	24	21	41	33
Fairport, Pittsford, Rochester, Spencerfort, Brockport, Holley, Albion, Medina	57	49	40½	29	24	21	42	34
Middleport, Gasport, Lockport, Pendleton, Tonawanda....	58	50	40½	29	24	21	43	35

(The less than carload rates apply to and from Pier 6, East River.)

rates as established by this new line, effective July 5, is as follows:

The above all-water rates represent a substantial saving in transportation charges as compared with the all-rail rates.

New Canal Fleet

New York and Great Lakes Corporation Seeks Business

The Traffic Bureau of The Merchants' Association is informed that the New York Canal and Great Lakes Corporation has acquired from the United States War Department a fleet of eighty-four boats, including fifteen power boats of 500 horsepower, thirty-eight steel cargo barges each 150 feet long and twenty-foot beam with a twelve-foot depth of hold, sixteen concrete barges, and three wooden barges of the same size as the steel boats. The power boats carry 450 tons of cargo and can tow from eight to ten barges up and down the Hudson River. The cargo barges handle 750 tons of freight.

Operating Management

The operating management and traffic management are in the hands of Mr.

thereby proposing to give to the communities on the New York State Barge Canal the full benefit of canal transportation at just and reasonable rates.

Service to Detroit

All-Water Route to Detroit Has Been Established

The Chicago Steamship Line, Inc., announces that arrangements have been effected with New York State Barge Canal lines for the establishment of all-water service between New York Harbor points, Port Newark, New Jersey points and Detroit, in connection with barge canal lines.

The new tariff will provide for application of class rates in both directions and for westbound rates on a large number of commodities. The rates which it is proposed to make effective will mean a substantial saving as compared with the all-rail rates.

OUR SHARE OF GOLD STOCK

The United States has approximately 37 per cent of the gold depository stock of the world. Before the beginning of the war it had about 22 per cent.

FOREIGN TRADE WORK IS PRIZED

Acknowledgments of the 1921 Year Book Show Value Placed on Activities Abroad

GOOD WISHES FROM CANADA

Appreciation of the value of The Merchants' Association in foreign trade work is shown in acknowledgments of the 1921 Year Book.

Available in Athens

The Hon. W. L. Lowrie, American Consul General at Athens, Greece:

"The Year Book has been placed in our trade reference room, where it is readily available to interested local merchants."

The Hon. G. E. Seltzer, American Vice-Consul, in charge, at Asuncion, Paraguay:

"This is to acknowledge the receipt of your letter of November 15, 1920, and of a copy of your Year Book for 1920. The publication will be read with interest and then placed on the reading table of the Consulate for the benefit of those that may be interested.

"In furnishing you with the information that you have asked for on various occasions during the past year, this Consulate has done nothing more than to comply with its duty; and it stands ready at all times to help our exporters and organizations interested in exportation to develop the ever-increasing trade between the United States and Paraguay."

Aden for Cooperation

Hon. Addison E. Southard, Consul at Aden, Arabia:

"I acknowledge, with many thanks, the receipt of a copy of your latest Year Book.

"This publication will be a valuable and interesting addition to our commercial library.

"This Consulate will be pleased to learn that it can be of service to you in any way."

Mr. W. T. Jackson, Department of Political Economy, University of Toronto: "Your work is not merely local; it represents the wider issues; for whatever affects the national life seems to be focused in New York. We greatly appreciate your consideration, therefore, in making this volume available for us; and we trust that the successes which have attended your work hitherto may be amplified along the same lines of national and international welfare."

WOULD GIVE VETO TO THE PRESIDENT

Senator Kenyon's Amendment to the Constitution Is Upheld by This Association

WOULD REDUCE EXPENDITURES

The Merchants' Association has advocated the adoption of an Amendment to the Federal Constitution which will permit the President to veto separate items in the appropriation bills passed by Congress. This power is exercised under the State constitution by the Governor of New York State and in practice it has been a powerful means of reducing the public expenditure.

Senator Kenyon Congratulated

In accordance with its position, The Association has addressed the following letter to Senator William S. Kenyon, of Iowa:

"We note with pleasure your purpose to press for adoption an amendment to the Constitution which will permit the President to veto separate items in appropriation bills.

"This Association has long been convinced that such an extension of the President's veto power is pressingly necessary as a means for enforcing economy and preventing unwise and wasteful appropriations. In 1917, The Merchants' Association presented the subject to the United States Chamber of Commerce and requested that a referendum vote of its members be taken upon the proposition. The result of that vote was overwhelmingly in support of the desired extension of the President's veto power, and thereby the great majority of business associations throughout the country became committed to the support of that proposition. We have no doubt that the offices of the United States of America Chamber of Commerce in Washington will gladly supply you with any further details which you may desire concerning the action of that body.

Forwarded Mr. Breed's Argument

"For your further information we are enclosing herewith copy of argument dated February 10, 1916, by William C. Breed, Esq., (acting for this Association) before the Chamber of Commerce of the United States of America, in

Economy Commended

A telegram was sent to President Harding, by The Merchants' Association last Tuesday, commending him for his vigorous action in the campaign to reduce expenses in the National government by eliminating waste.

The telegram was signed by Mr. Lewis E. Pierson, Acting President of The Association, by order of the Board of Directors, and was as follows:

"We warmly commend your prompt and vigorous action to repress waste and extravagance in governmental business by reducing the governmental establishment and by substituting an efficient budget system for the loose and wasteful methods of outlay hitherto prevailing.

"There is an insistent nationwide demand for relief from onerous and needless war taxation. Manifestly the way to meet that demand and afford that relief is to cut off the present huge waste and substitute strict economy.

"We believe your policy in this respect will be approved by and have the hearty support of the entire people as wise and helpful."

which the whole subject is carefully and exhaustively reviewed.

"There can be no question that by reason of the present limitations upon the President's veto power many wasteful projects which would not be adopted on their merits are given effect as riders to appropriation bills under conditions which prevent Congress from becoming informed of their purport; whereby the nation is committed to excessive outlays which are often profligate and indefensible.

"You may be assured that this Association will gladly cooperate with you in support of an amendment which will destroy this abuse and tend greatly to promote economy in public expenditures."

FEWER INCORPORATIONS

Since January 1 incorporations have reached \$4,441,494,900 compared with \$7,586,994,900 in the corresponding period a year ago. During the first five months of 1919, new flotations amounted to \$2,450,941,200.

PROGRAM PEST ROUSES REVOLT

Charity Bureau Advises Advertisers Regarding the Value of This Avenue of Publicity

DONORS OBJECT TO HOLD UP

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The souvenir program pest seems to have as many phases as an insect. The business man knows it in its larva stage when he is visited by advertising solicitors who seek to persuade him that his advertisement will not only serve a "worthy cause" but that it will bring him the favor of the rich and great.

Who Gets the Benefit

As a matter of fact such advertising has only a negligible commercial value while the "worthy cause," nine times out of ten, has sold the program privilege outright to a publishing concern or has agreed to accept half of the net profits. This goodwill advertising therefore benefits no one materially but the publisher and the solicitors who receive commissions.

Patrons Revolt

In its next phase the souvenir program emerges as a butterfly, but according to the comment of society writers on the daily papers it is still a pest. A writer on the "Evening Mail" says that in her opinion the program seller at fashionable entertainments is the greatest nuisance society has to contend with, and that prominent women are banding together to put a stop to what they term "polite hold up." They say that it is most exasperating after they have paid five or ten dollars for a ticket to be stopped at the door by insistent girls with the demand that they buy a "program which contains nothing but advertisements."

If business men who are the first victims would take a stand with the patrons of charity entertainments the program pest could very soon be eliminated. Worthy causes would suffer little thereby.

GOLD FLOWING IN

Since September, 1920, the United States has received gold from other countries to the amount of \$550,000,000.

"To Foster the Trade and Welfare of New York"

LIBRARY
JUL 25 1921
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GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, JULY 25, 1921

No. 30

World's Leaders of Business Adopt Resolutions

First Annual Convention of the International Chamber of Commerce, in Which The Merchants' Association Was Represented by Ten Delegates, Formulates Aims and Standards Looking to Trade and Stability Among the Nations

The first annual meeting of the International Chamber of Commerce, which was held in London during the week beginning June 27, was an entire success.

The text of the resolutions adopted by the Chamber has now been received in this country in full and the resolutions are published herewith.

Merchants' Association Delegates

The Merchants' Association was represented at the meeting by ten delegates as follows:

Mr. W. W. Hawkins, President of the United Press Association.

Mr. Ivy L. Lee.

Mr. Henry W. Lowe, of Johnson and Higgins.

Mr. Alfred E. Marling, President of Horace S. Ely and Company, and a Director of The Merchants' Association of New York.

Mr. S. C. Mead, Secretary of The Merchants' Association of New York and member of the American Section of the International Chamber of Commerce.

Mr. Mercer P. Moseley, Vice-President of the American Exchange National Bank.

Major George H. Richards, Vice-President and Director of Foreign Sales, the Dalton Adding Machine Company.

General Charles H. Sherrill.

Mr. C. C. Stutz, Secretary of the

SUSPENDED DURING AUGUST

The publication of "Greater New York" will be suspended as usual during August. The next issue—Number 31 will appear on Monday, September 5.

American Institute of Weights and Measures.

Mr. Richard H. Waldo.

Five Group Sections

The convention met in five group sections as follows:

- Finance—Mr. Walter Leaf, Great Britain, Chairman.
- Production—Mr. Eugene Schneider, France, Chairman.
- Distribution—Mr. Marco Cassin, Italy, Chairman.
- Transportation and Communications—Mr. Walker D. Hines, United States, Chairman.
- Devastated Regions—Mr. Lucien Beckers, Belgium, Chairman.

The first day was devoted to a meeting of all the delegates who were organized with the convention and adopted its rules.

During the next three days group section meetings were held where all

the subjects proposed for discussion received attention. Each delegate was entitled to attend any of the group meetings in which he was interested. The groups formulated resolutions regarding the matters which they had discussed and these resolutions were sent to the Committee on Resolutions, which edited and corporated them.

The last day was devoted to a full meeting of the convention to which the resolutions were returned by the Committee on Resolutions. Each of the resolutions presented was adopted without revision.

Finance Section

Resolutions on Finance, as Adopted by Convention

The resolutions formulated by the Finance Section, as adopted by the Convention, were as follows:

EXCHANGE

Whereas, The most important factor in the resumption of normal commercial relations in the world is the present restoration of confidence, on which basis alone adequate credit and financial resources may be obtained; and

Whereas, The declarations of the Brussels Financial Conference and of the International Chamber of Commerce clearly emphasized the essentials of financial reform of governmental expenditures to be observed if grave disaster were to be avoided; and

Whereas, During the interval which has passed since these declarations were made, many of the evils anticipated have developed, while little progress has been made in necessary reforms; and

IMPORTANT PRINCIPLES FOR INDUSTRY AND PRODUCTION

Whereas, It must now be apparent that general confidence cannot prevail and that the prosperity of nations cannot be restored until all governments undertake, with the least possible delay, the measures necessary to relieve the world of present burdens which are so largely responsible for widespread unemployment and paralysis of industry and finance; and

Whereas, It is desirable that the International Chamber of Commerce should give its emphatic approval to the recommendations of the Brussels Financial Conference and reaffirm the previous Declarations of this Chamber;

Therefore, Be it resolved:

1. That governments pursue a strict policy in regard to taxation and to departmental economy.

2. That inflation of paper currency be stopped and progressively decreased.

3. That a study be made of the effect upon the International Exchanges of the present position of Inter-Alied debts and of possible remedies, and a similar study of the payment and utilization of the German reparation, and that it be referred to the Council of the International Chamber of Commerce to appoint a Commission for this purpose.

4. That the disarmament laid down in the treaties become as soon as possible an accomplished fact in order to bring about a general reduction of budgetary expenses.

5. That the creation of national and international organizations for export credit be actively undertaken by private enterprise with the support of governments.

6. That the governments of countries with depreciated rates of exchange avoid as far as possible contracting new external debts.

7. That the greatest possible liberty be granted in all commercial and financial transactions.

DOUBLE TAXATION

Whereas, The existing system of double taxation places a heavy burden on international trade, this Congress resolves that governments should be pressed to come to an understanding with a view to alleviating this burden.

FIRST PRINCIPLE

With regard to the tax on income earned within the country, from whatever source derived (real estate, personal property, business and professions), without prejudice to the question of super-tax on income, each country should accord similar treatment to all taxpayers, both citizens and foreigners, whether resident in the country or not.

SECOND PRINCIPLE

With regard to the tax on incomes earned abroad, from whatever source derived (real estate, personal property, business and professions), without prejudice to the super-tax on income, each nation should accord similar treatment to all taxpayers subject to this tax (i.e., citizens or foreigners resident in the country and citizens resident abroad); if this class of income cannot be entirely free from liability to taxation, it should be the object of a considerable rebate in consideration of the tax on such income already levied in the country of origin. This principle is already in force in certain countries (in Belgium, for example, where the rebate amounts to 80 per cent, and in the United States, where the rebate is total in case of reciprocal treatment).

With regard to income collected in the country but earned either wholly or in part abroad, the same principle of total or partial rebate should be applied to the part of such income which has been earned abroad.

THIRD PRINCIPLE

With regard to the super-tax on income of every class (real estate, personal property, business and professions), it is desirable that each country should refrain from taxing foreigners resident within their frontiers except by a tax applicable solely to the total income earned in the country itself apart from income earned in other countries.

FOURTH PRINCIPLE

It is desirable to see the above-mentioned principles applied to companies and partnerships, in the same manner as to individuals.

EXPORT CREDITS

That this Congress recognizes the necessity of the establishment under government auspices of credits for the reconstruction of the devastated and impoverished countries of Europe:

To this end the Congress is prepared to support the Ter Meulen scheme as modified and put into operation by the Provisional Economic and Financial Committee of the League of Nations:

Further, this congress advises the establishment of permanent committees of business men and bankers in all the countries affected, to furnish all information and to lend all assistance in the choice of credits and participations.

TREATMENT OF FOREIGN BANKS

Whereas, It is undesirable in the interests of international commerce and good will that legal restrictions or special taxation should be imposed by any country on the business of foreign banks within its frontiers, beyond those to which native banks are already subject, or that special privileges should be granted exclusively to home banks.

This Congress urges all countries whose legislation at present provides for restrictive measures or special treatment to take the initiative in abolishing these laws, if possible in all cases, but at least in favor of those countries which afford reciprocal treatment.

BILLS OF EXCHANGE

Seeing that difficulties frequently arise from the conflicting legislation of different countries with regard to Bills of Exchange, the International Chamber of Commerce expresses a hope that the question should be specially examined with a view to a satisfactory solution.

Production

Resolutions Formulated on Production as Adopted by Convention

The resolutions formulated by the Production Section of the Convention, as adopted by the Convention, were as follows:

ECONOMY OF FUEL

Whereas, In addition to the measures taken to increase the production of fuel it seems no less necessary to make every effort to make the best use of the coal at our disposal:

The Congress recommends that:

1. In countries which have not yet an organization studying the question of the economy of fuel, such an organization be created for this purpose.

2. The International Chamber of Commerce get into touch with the different national organizations with a view to coordinating and diffusing the results of their work.

STANDARDIZATION

Whereas, Standardization is of paramount interest from the standpoint of international relations.

Be it therefore resolved that:

1. In countries, where there does not yet exist a standardization organization, such an organization be created for the purpose of studying the questions of standardization.

2. The International Chamber of Commerce get into touch with the different national organizations with a view to coordinating and diffusing the results of their work.

INDUSTRIAL AND COMMERCIAL FREEDOM

Whereas, Government control of or participation in industry and commerce discourages individual initiative and renders trade conditions uncertain and artificial:

Resolved, That Government control of industry and commerce should be discouraged and private enterprise encouraged in all lines of industry and commerce.

ECONOMY OF RAW MATERIALS

Whereas, The conservation of some of the world's natural resources is of paramount importance to the welfare of the world by reason of the rapidly diminishing supply:

Resolved, That the International Chamber of Commerce take immediate steps to encourage research work and investigations in every possible way to lessen the waste in the production and utilization of raw materials, and to make available the results of such researches and investigations.

INDUSTRIAL SECTIONS

The Congress recommends that:

1. Within the International Chamber of Commerce and if requested by those concerned there be created industrial sections which will enable qualified representatives of each category of industrials or business men to get into touch with each other and discuss questions of international interest.

2. The International Chamber of Commerce get into touch with the already existing permanent International Federations or Bureaus (Construction, Motor Industry, Cotton, Production of Books, etc.), in order to coordinate the results of their work.

3. The International Chamber of Commerce draw up and publish as complete a list as possible of the International Federations or Bureaus and keep it up to date.

RAW MATERIALS

Considering that every tax on exports of raw materials must necessarily increase the cost of production and thereby hinder economic development and prevent economic restoration;

And that it is desirable to put a stop to, as far as possible, the rivalries between nations in their search for raw materials, to stamp out the cause of economic conflicts which may threaten peace, and to do away with the natural inequality arising from the fact that the riches of the world are unequally spread over its surface and to assure the rapid restoration of the world's commerce:

The International Chamber of Commerce recommends:

The abolition of such export tax which the governments have imposed or might impose on the free movement of the raw materials which are included in the list attached hereto.

In the exceptional case of certain countries being obliged, in order to balance their budget, to maintain provisionally on those materials statistical or revenue duties imposed upon exports, these duties should be applied without any discrimination whatever as regards countries.

List of Raw Materials

- Untanned hides, skins and furs.
- Wool in bulk or wool skins.
- Raw horsehair, etc.
- Silk in cocoon, raw silk, floss silk or silk in bulk.
- Raw materials for fertilizers.
- Gum in a raw state, India rubber, gutta percha.
- Unprepared timber.
- Raw cork.
- Raw cotton.
- Flax, hemp, jute and other vegetable fibres in a raw state.
- Ores and mineral products.
- Natural metals.
- Precious metal. (Gold, platinum, silver, etc.)
- Mercury.
- Filings and waste of metals.
- Stone and earth employed in construction and different industries, etc.

WOULD FACILITATE COMMERCE BETWEEN THE NATIONS

17. Coal.
18. Mineral oils.
19. Oleaginous grains and fruits not used as food, in their imported state.

As the British Dominions and the Indian Empire are entitled to representation in the International Chamber of Commerce, the British delegates record that they are not in a position to speak for them nor for the colonies possessing the right of imposing taxes.

The delegates of other nations make the same reservation as far as it concerns other colonies which enjoy the right of imposing their own taxation.

CONSTRUCTION

Whereas, A Special Committee on Construction was appointed pursuant to the action of the Board of Directors on July 3, 1920, to study the proposition contained in the preambles and resolutions submitted by Mr. Willis H. Booth, relative to a study of the Construction Industry; and

Whereas, That Select Committee has made a study of the matter thus submitted to it, the results of which study are set forth in Brochure No. 9 (London Congress), entitled "Construction"; and

Whereas, As appears on Page 4 of that Brochure No. 9, the Select Committee referred the results of their study, as set forth in full in said Brochure, to the Production Group for examination and decision as to practical measures which should be taken in order that the International Chamber of Commerce may most effectively take action in the matter; and

Whereas, The Production Group has examined the material thus submitted by the Special Committee on Construction and has also examined the programme submitted by Mr. Noble Hoggson and Col. John R. Wiggins, members from the United States of the Select Committee on Construction No. 9, as well as the memorandum submitted by the Italian members of that Committee, all of which material is set forth in full in said Brochure No. 9; now, therefore, be it

Resolved, That as a result of a study of the material thus submitted, the Production Group commends and approves in general the programme submitted by Mr. Noble Hoggson and Col. John R. Wiggins and recommends that the Board of Directors take the following steps:

A. Appoint a permanent committee to undertake a survey of the Construction Industry which shall proceed along the lines of collecting and collating and disseminating the vast amount of valuable data which is available and which is at present in the possession of such agencies as The British Societies of Engineering Standards, The Royal Institute of British Architects, The French Ministry of Commerce, The Office de Batiment in Paris, The International Biographical Institute of Brussels, The Advisory Committee of the Federation of Labor, The National Federation of Construction Industries of the United States, The Associated General Contractors of America, and a number of similar agencies operating in different countries.

B. Subject to the availability of funds which can be used for the purpose, provide a necessary staff for carrying on the work above described; and be it further

Resolved, That the Production Group recommends the adoption by the General Meeting of the International Chamber of Commerce of the following resolution:

Resolved, That the Board of Directors of the International Chamber of Commerce be requested and authorized, subject to the availability of funds which can be used for the purpose to (1) appoint a permanent committee to undertake a survey of the Construction Industry, and (2) provide a necessary staff for carrying on the work of the committee.

STATISTICS

Whereas, Increased and cheaper production is essential in the re-establishment of the economic balance of the world, and will follow a sustained normal demand as soon as this can be arrived at; and

Whereas, The Committee on Production at the Organization Meeting of the Interna-

tional Chamber of Commerce, in Paris, 1920, approved of the plan of an international statistical bureau as being highly necessary to the efforts of the producers of raw materials to supply materials essential to the world's economic life;

Resolved, That the Committee on Production now assembled urge the Directors of the International Chamber of Commerce to take steps to bring about as soon as its financial resources will allow it, the creation of an International Bureau of Statistics which will make promptly available exact and readily comparable data of paramount significance to the commerce of the world; and be it further

Resolved, That the Production Committee assembled urge the Board of Directors of the International Chamber of Commerce through such bureau of statistics, to take steps looking towards the adoption of an international uniformity in the classification of statistics and the methods of determining the values and the quantity units used in their recording.

Distribution

Important Resolutions Adopted by the Convention

The resolutions prepared by the Distribution Section of the Convention, as adopted by the Convention, were as follows:

ARBITRATION

Whereas, The development and extension of a system of arbitration would be of a nature to facilitate international commercial relations, and to secure greater security in so far as concerns international transactions:

Whereas, The restrictions in force under the laws of certain countries, as regards the validity of the arbitration clause and the free choice of arbitrators, form an obstacle to the use of arbitration in matters in dispute between traders;

Whereas, The difficulties in the way of rendering executory the awards of foreign arbitrators are likewise prejudicial;

Whereas, Uniform legislation in the sense of the recognition of arbitration proceedings is, therefore, highly desirable from the point of view of international relations; be it

Resolved, That the arbitration clause, or undertaking to submit to arbitration disputes arising as to the interpretation or execution of contracts between traders and/or manufacturers, should be declared valid by all countries;

That all legislation, bringing into operation international agreements, should recognize the persons designated by the interested parties as arbitrators without distinction of nationality;

That in all countries the effort should be made to secure legislation that will render executory the awards of foreign arbitrators without reference to the nationality of the parties, without further discussion upon the merits, limiting the inquiry merely to ascertaining as to whether or not the rules of procedure in force in the country where the award was made have been complied with, and whether or not such awards contain anything contrary to public order in the country in which the enforcement or *exequatur* is demanded;

That the procedure in arbitration proceedings should be uniform in all countries.

ARBITAGE

That the validity of the arbitration clause should also be recognised in any legislation also in the case where arbitration should be determined by means of "amiable composition," as the diffusion of commercial arbitration is strictly connected to the possibility that arbitrators should be inspired in their

decision rather by principles of equity than by strict law.

ARBITRATION

The Congress having examined the two proposals of Rules relating to conciliation and arbitration presented by the Committee, approves in general outline the principles contained in these proposals. It considers it desirable to leave it entirely to the Council of the International Chamber of Commerce to establish the definite rules concerning the organization and the working of International Commercial Arbitration and Conciliation within the International Chamber of Commerce. At the same time, the opinion is expressed that it is not desirable for the members of the Administrative Council of the International Chamber of Commerce to accept the functions of arbitrators for themselves.

INTERNATIONAL PROTECTION OF INDUSTRIAL PROPERTY

Whereas, It is important to unify as much as possible the laws in the different countries to prevent unfair competition and protect intellectual, industrial and commercial property and to complete the better international conventions to that effect;

Whereas, It is desirable to pursue further the work which has been accomplished in following the resolution adopted last year by the International Chamber of Commerce and submitted to the Distribution Group; be it

Resolved, That the Council of the International Chamber of Commerce should proceed in the constitution under the auspices of the National Committees of special commissions for the study of the best means for repressing unfair competition and for protecting intellectual, industrial and commercial property, and, moreover, organize the permanent committee composed of the delegates of such commissions.

TRADE MARKS BELONGING TO ASSOCIATIONS

That the attention of this Chamber be drawn to Article 7 of the International Convention for the Protection of Industrial Property signed at Washington in June, 1911, and reading as follows:

"The contracting parties undertake to allow the registration of, and to protect, trademarks belonging to associations the existence of which is not contrary to the law of the country of origin, even if such associations do not possess an industrial or commercial establishment. Nevertheless, each country shall be the sole judge of the particular conditions on which an association may be allowed to obtain protection for its marks."

The Council of the International Chamber of Commerce is requested to make representations to the governments of the various countries concerned in favor of steps being taken to give immediate effect to the above article.

UNIFICATION OF TARIFF NOMENCLATURE

It is recommended (1) That in the Agenda of the next Congress for Customs Regulations which will be held under the patronage of the International Chamber of Commerce, the question of establishing a uniform tariff nomenclature should be considered.

(2) That the International Chamber of Commerce should consider the best means for obtaining this reform to ask the respective governments interested in the matter to constitute a Technical Committee intended to find the best ways and means for attaining the above mentioned unification of tariff nomenclature.

(3) It is desirable that such committees should be composed of five delegates for each country, two of which to be chosen amongst the Controllers of Customs and Commercial Statistics, and three representatives of industrial, commercial and agricultural associations.

RECIPROCITY OF TREATMENT FOR COMMERCIAL TRAVELERS

Considering, that for the purposes of iden-

FOR IMPROVEMENT OF TRAVEL AND POSTAL FACILITIES

tifying the category of Travelers, Commercial Representatives or Merchants, there are at the present time various types of identification papers;

Considering, that at the present time a large number of countries impose on Travelers, Commercial Representatives and Merchants at the time of their entry into these countries a number of burdensome, complicated and difficult formalities with regard to their samples;

Considering, that it is of the greatest utility to secure a uniform treatment in all countries for Travelers, Commercial Representatives and Merchants, as also for their samples;

Resolved: 1. That a Card of Professional Identification, in a uniform text, should be established in favor of Travelers, Commercial Representatives and Merchants, and that such a card should be valid in all countries;

2. That the resolution of the Second International Congress on Customs Regulations (1913) which concerns the question of the treatment of Travelers, Commercial Representatives and their samples, should be put into force with the least possible delay.

EMBARGOES ON IMPORTS AND EXPORTS

While recognizing that each nation has the right to protect its industries by means of customs tariffs against the unequal conditions of foreign production and exchange; be it

Resolved, That the International Chamber of Commerce draws the attention of the various governments to the importance of making such tariffs moderate, in order to avoid the erection between peoples of barriers that are obstacles to peace and the progress of civilization.

REFORM OF THE CALENDAR

The First Congress of the International Chamber of Commerce approves the proposals adopted by the Preliminary Commission for the Reform of the Calendar, i.e., the principle of the forthcoming convocation of a special congress, grouping together representatives of religion, science and business, and entrusted with the task of adopting an unchangeable and perpetual calendar.

Transportation

Action Taken Regarding Transportation and Communication

The resolutions formulated by the Transportation and Communications Section of the Convention, as adopted by the Convention, were as follows:

BARCELONA CONFERENCE

The International Chamber of Commerce proclaims anew the necessity for the renewed assertion of the great principles of freedom of communications and of transit and of equitable and reciprocal freedom for commerce regardless of nationality.

It expresses its hearty approval of the enlightened efforts which were made to achieve these results by the General Conference on freedom of communications and transit which were held at Barcelona during March and April, 1921, and which was participated in by more than forty nations.

It calls upon its national committees in the countries participating in that Conference to aid in securing the adoption by their respective nations of the conventions and recommendations proposed by that Conference and to secure, in addition, the putting of these conventions and recommendations into practical operation and effect.

IMPROVEMENTS OF FACILITIES

The Chamber is at all times interested in promoting in every practical and reasonable

way the improvement and enlargement of existing facilities for transportation and communication, and to that end,

(a)

Channel Tunnel and Sea Train Ferries

The Chamber approves the construction of a Channel Tunnel between the British Isles and the Continent of Europe and requests the appropriate national committees to bring this conclusion to the notice of the governments concerned.

The Chamber also approves the inauguration of regular services of sea-train ferries across the English Channel, and across other bodies of water where commercially feasible, and they request the national committees of countries interested in the establishment of such ferries to take promptly practical steps for their establishment and to offer the aid of the Chamber in regard thereto.

(b)

Through Freight Trains

The Chamber requests that the railway systems take joint measures with a view to establishing, on great international traffic routes, in a manner similar to that adopted for the conveyance of passengers, connecting services which will insure rapid transportation of international long-distance freight trains, both for express and ordinary goods service.

To this end the national committees of countries interested in the respective international traffic routes are requested to take promptly the practical steps to secure the establishment of such routes and to offer the aid of this Chamber in any necessary international negotiations.

The Chamber calls the attention of the railway companies to the importance of the institution of a company for the purpose of providing the public with special rolling stock for such international transportation of goods and for insuring by proper means of supervision the security and rapidity of said means of conveyance.

(c)

Telegraph and Telephone Facilities

The necessary development and improvement of existing systems of international telegraph, cable, telephone and wireless communications is in need of closer cooperation than has hitherto obtained between these systems of electrical communication and the users of the services thereof in the various countries. The Congress requests that the various national committees take the initiative in securing helpful cooperation and constructive relations with the communications system and in securing the development of public sentiment which, because of the need for adequate service, will give the necessary liberal encouragement to the building of the various intranational and international systems of electrical communication. The Congress anticipates that systems of electrical communication will gladly cooperate in the manner and for the purposes indicated.

(d)

UNIFICATION OF COMMERCIAL PRACTICE

The Chamber believes it to be highly important to unify, as far as reasonable, feasible diverse commercial practices of different nations when such practices are detrimental to commerce, and to that end,

(a) The Chamber directs that a special Committee be appointed to take the necessary steps to secure the uniform measurement of ships net tonnage and to formulate a plan to secure the uniform application of the rules for such measurement.

(b) The Chamber expresses its deep interest in the proposition that railroad and navigation systems of neighbouring maritime countries conclude between themselves agreements with the object of placing at the disposal of the shippers a Bill of Lading or other certificate of transportation made out to a specified person, and covering transport by rail and transport by sea. The national committees of neighbouring maritime countries interested in securing such combined land and sea transportation are to take this question up directly with the railway and navigation systems and underwriters in turn with a view to accomplishing this result. The Chamber is of opinion that the question of insurance will require special consideration.

(c) (1) The International Chamber of Commerce is unanimously in favor of obtaining a uniform international ocean bill of lading with appropriate uniform clauses for use in special trades and at particular ports.

(2) A permanent committee shall be appointed by the Directors which shall cooperate with the International Law Association and the Comité Maritime International in their efforts to obtain uniform legislation respecting ocean bills of lading.

(3) Pending the passage of such uniform legislation and following the precedent established in the adoption of the York-Antwerp rules, the said Committee shall investigate and report to the Directors as to the possibility of obtaining a general agreement with ocean carriers for the voluntary acceptance by them of uniform obligations.

(4) Upon the receipt of the report of said Committee, the Directors are authorized to take such action as they consider wise in the premises.

(d) It is highly desirable to obtain uniform regulations for the transportation of dangerous goods in different countries and uniform conditions of loading and unloading and transshipment. The appropriate standing committee of the Chamber shall provide for the prompt investigation of this subject and report to the Board of Directors a plan for accomplishing this result.

(e) From the point of view of international and commercial transactions it is of paramount interest to have the clearest possible definition of trade terms. The committee on trade terms of the International Chamber of Commerce is hereby authorized to continue its work in order to draw up a comprehensive international code of commercial terms, and maintain contact for the purpose of the Chamber with associations and scientific bodies interested in this subject.

Each National Committee is requested in addition to constitute a special committee, including exporters, importers, forwarding agents, shipowners, underwriters and bankers for the purpose of examining the question as to the interpretation of the term, f.o.b. Each National Committee shall get in touch with the Committee on Trade Terms and shall render the latter all practicable assistance in arriving at a proper interpretation of such terms.

(f)

The appropriate standing committee of the Chamber shall consider and report to the next Congress what, if any, steps should be taken for obtaining clearer and more complete information as to conditions and charges in the various ports.

MISCELLANEOUS

The Chamber regards it as highly important to relieve commerce from all unnecessary burdens and obstacles, and to that end:

(a)

Free Zones

The Chamber recommends the creation of Free Zones or entrepôts francs in sea ports which readily lend themselves either to the re-exportation of goods arriving by sea or to the exportation of home products after mixing with foreign products. Such plan would contemplate authorizing trade operations involving division, packing, reconditioning and mixing and would make such provision as might appear proper concerning transformation. To this end, each National Committee is requested to take such measures as appear most effective.

(b)

International Postal Service

The International Postal Services existing prior to the war should be restored and extended on the basis of uniform, and the lowest possible scale of charges, and, in addition, as to parcels post, on the basis of uniform customs regulations, with provision (a) for a fixed and reasonably brief limit within which investigation must be completed and payment made for loss and damage, such limit to vary reasonably according to whether shipment is between adjoining countries, or other countries on the same continent, or countries of different continents, and in no event to be longer than one year, (b)

WOULD REPAIR THE DEVASTATION OF WAR

for prompt payment of monies collected on "cash on delivery" shipments, and (c) for an extension to all countries of the system of declared values. The appropriate standing Committee in cooperation with the national Committees, shall endeavor to accomplish these results as soon as possible.

(c)

Passport Fees

The Chamber expresses the hope that the return to pre-war conditions in the matter of passports and visés shall be made as rapidly as that may be accomplished with due regard to the safeguarding of national security, and meanwhile urges that steps should be taken to secure the issuance of a uniform type of ordinary passports by all nations, the abolition of "exit visés" and the fixing of a moderate fee for "entrance visés" and "transit visés." The appropriate standing Committee shall take such steps as it may deem practicable to put these views promptly into effect and shall keep in view the recommendations of the International Congress held in Paris in October, 1920, relating to the regulations of passports and visés.

Devastated Regions

Plans for Restoring Districts Ruined by the War

The resolutions prepared by the Devastated Regions Sections of the Convention, as favorably acted upon by the Convention, are given below:

RESTORATION OF DEVASTATED REGIONS

Considering that the question of the restoration of the devastated regions is of an international interest;

In view of the enormous difficulties with which the invaded territories are faced owing to the destruction of their most productive and most profitable resources;

Taking due account of the determination and good will which the inhabitants who bore the brunt of the invasion have displayed in the reconstruction of their homes, farms and businesses, as well as the substantial financial and directive assistance extended to them by the authorities;

For the above reasons,

The International Chamber of Commerce trusts that the agreements made with Germany regarding payments will be carried out so that an International Financial Committee shall be formed to make suggestions to the various countries as to the best means by which the conversion of the German bonds may be made so as to provide the invaded countries with the requisite resources for proceeding with the reconstruction of the devastated regions, while at the same time providing the necessary safeguards against any serious influence on the monetary exchange market.

RELIEF FOR POLAND

Whereas, The Polish National Committee of the International Chamber of Commerce was organized only in March, 1921, and therefore was not able to compile all necessary data and reports with regard to the war damages and reconstruction in Poland;

Whereas, Poland (totally or partially) during many years of war (1914-1920) has been the battlefield for foreign fighting armies, and has been severely damaged; it is

Resolved, That as soon as the necessary data and opinion of the Polish National Committee of the International Chamber of Commerce with regard to the subjects for consideration of the Committee on Devastated Regions at the London Congress have been collected and forwarded to the Headquarters of the International Chamber of Commerce, this Chamber will take into consideration these data and opinions with the

aim of recommending for Poland the same assistance and collaboration from the International Chamber of Commerce, as will be granted for the devastated regions of the other countries.

MR. LODGE DEFENDS PASSPORT FEES

Majority Leader Explains Why Congress Insists Upon \$10 Rate for Issue and Visé

The Merchants' Association has received a reply from Senator Henry Cabot Lodge, Chairman of the Senate Committee on Foreign Relations, to its letter asking him to favor the reduction to \$2 of the present \$10 fee imposed under the law of 1920 for issuing and viséing passports.

Senator Lodge's Reply

Senator Lodge explains why Congress raised the fee. His letter is as follows:

"I have received your letter of the 28th. The provision of law increasing the fees for passports and visés was put upon the Diplomatic and Consular Appropriation bill more than a year ago by an amendment of the Senate which was agreed to by the House. At the time the increase was made the State visés and miscellaneous fees \$1,200,000 in round numbers. Under the new law it was estimated that we could get from the same sources nine millions.

A Source of Income

"Owing to the new immigration law, which restricts immigration, the principal source of these fees, this estimate is probably too high, but I think there is no doubt, however, that it would increase the revenue of the Government at least five or six million dollars. This may seem to you a trifling sum, but to those of us who are endeavoring to keep down expenses and prevent deficits it does not appear to be negligible.

Believes Tax Is Just

"It seemed to the Committee and to both branches of Congress that this tax, which was approved by the State Department, was as fair and as little burdensome as almost any tax that could be imposed. It falls chiefly, in the form of visés, on immigrants coming to this country who certainly ought to be willing to pay it if they desire to emigrate to the United States, or upon Americans who are entirely able to bear the cost.

"Certainly a fee of ten dollars upon the passports of those who travel for

pleasure appears to me a tax the justice of which cannot be denied. If those persons can afford to travel for pleasure they can afford to help the Government pay its expenses and aid as much as that toward carrying the necessary burdens of taxation.

Effect on Business

"Your point is, as I understand it, that it interferes with foreign business; that is, by taxing the passports of those persons who travel for the purpose of promoting foreign trade—a most admirable object, with the purposes of which I am in the fullest sympathy. No one can desire more than I an increase of our foreign trade; but it seemed to me, as it did to the Committee and the Congress, that the business which is being sought by an American representative must be of very little consequence if it was interfered with by a tax of ten dollars for a passport.

Doubts Hardship

"It appeared to the Committee that those who traveled for business did so with the very proper purpose of making money and this tax seemed to them a very light one in view of the necessity and value of a passport under present conditions. It is hard to imagine that a man traveling for business cannot pay a tax of ten dollars and be engaged in a business very remunerative either to himself or to the country. I am very glad to have your letter and inform you as to the views of Congress in imposing this tax."

IRRIGATION FOR COTTON

An immense African irrigation project to enable the French colony to raise France's cotton instead of leaving the country dependent upon the United States is contained in the bill recently presented in the Chamber of Deputies by the Minister of Colonies.

The plan will require the expenditure of about 250,000,000 francs for damming the Upper Niger in the French Sudan and irrigating three and three-quarter million acres under an engineering scheme developed by a French commission during the past two years.

The Sudan, because of the alternate floods and drouth, yields only about half the American and one-fourth the Egyptian crop per acre, but with the Niger utilized between Bamako and Timbuctoo it is calculated the yield will exceed that in America.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

OFFERS TO AID COMMISSIONER IN ATTACK ON GRAFT

This Association Will Assist Commissioner of Immigration in Stamping Out the Robbery of New Arrivals on Ellis Island—Letters Exchanged Regarding Dishonesty

The Merchants' Association has tendered to Immigration Commissioner Frederick A. Wallis its cooperation in stamping out graft on Ellis Island.

The Association notified Mr. Wallis as long ago as May 16 that graft existed in that portion of the immigration service that is under his jurisdiction, and it has cooperated since then with the immigration authorities in Washington to put a stop to bribery and corruption in the Department.

Discovered Bribery Last May

Early in 1921 The Association made a careful and protracted investigation of conditions surrounding the admission of immigrants to this country through Ellis Island and in the course of that investigation it discovered evidence: that "considerable bribery is indulged in at Ellis Island for the purpose of securing special favors or of dispatching the handling of individual cases."

A copy of the summary report of the investigation was submitted to Mr. Wallis. When his attention was called on May 16 to the statement in the report that bribery existed on Ellis Island, he denied in a published interview that anything more than petty graft was to be found.

Investigation by The Association

An offer of cooperation in stamping out graft on Ellis Island, was made last Friday in a letter addressed to Commissioner Wallis by The Merchants' Association and signed by the Acting President, Mr. Lewis E. Pierson. Facts and affidavits gathered by The Association had already been given to the immigration authorities at Washington and they have been of material assistance in the investigation made.

The Merchants' Association's investigation was made under the direction of its Committee on Immigration and Naturalization, by The Association's Industrial Bureau. The investigation was instituted because of the tremendous importance not only to New York City and the country at large, but also because of the international significance of proper administration of a Government department dealing with nationals

of various foreign countries upon their arrival here.

Letter to Commissioner Wallis

The letter to Commissioner Wallis reads as follows:

"The Merchants' Association of New York notes with interest an article in the New York Times of July 15, in which you are quoted as saying that graft in various forms amounting to probably \$500,000 a year exists at the present time at Ellis Island.

"This statement is of particular interest to us because it substantiates the findings made by this Association's Committee on Immigration and Naturalization made public in a report published two months ago.

"At that time you saw fit to deny the truth of our statement.

"You will recall that on January 28, 1921, it was arranged at a conference between yourself and officers of this Association that a representative from this organization should make a thorough study of the conditions at Ellis Island.

Bribery Disclosed

"After a careful investigation covering many weeks, the report above referred to was prepared. This report included various suggestions and constructive criticisms regarding the administration of the Island. A summary of the findings of the report published on May 16, 1921, contained the following paragraph:

"There is evidence that considerable bribery is indulged in at Ellis Island for the purpose of securing special favors or of disposing of the handling of individual cases."

Existence of Graft Denied

"On May 17, in an article which appeared in the New York 'Times' under the caption 'Wallis Denies Graft,' the following sentences occurred:

The charge in the report of the Committee on Immigration and Naturalization of The Merchants' Association, which declared that there was evidence that bribery existed at Ellis Island for obtaining special favors and expediting cases, was denied yesterday by Commissioner of Immigration, Frederick A. Wallis. He asserted that there was less graft of any character at Ellis Island than ever before.

"There is probably more opportunity for graft here on Ellis Island than in any similar public institution in the United States," he said, "but there is practically no graft. When first I came to the Island there was a certain amount of

grafting going on, but this has been entirely done away with, and a few cases that come up now are where temporary or new employees in unimportant positions disobey the rules for the sake of very small change."

Information Given to Washington

"In view of this statement, The Merchants Association further pursued its investigation of Ellis Island especially studying the matter of graft. As a result an additional amount of incriminating evidence was secured and affidavits gathered supporting the position of The Association. Information was then laid before Commissioner General Husband at Washington and has been utilized by him in an investigation of his own of conditions at the Island.

"We are gratified to see that our findings concerning graft have now been corroborated by you.

"In view of the great significance which the proper administration of the Immigration Service has in relation to not only the welfare of this City and the country as a whole, but also in our relations with foreign governments we are glad to offer our assistance in cooperating with you further in stamping out the bribery which exists in the section of the Immigration Service under your jurisdiction."

Commissioner Wallis Denies Interview

Commissioner Wallis, under date of July 16, sent the following reply to this letter:

"I thank you for your letter of the 15th instant, and your offer to cooperate further in looking for graft at Ellis Island. I think we have things fairly well in hand.

"I would not want the impression created that organized graft is at work on Ellis Island, or that the rank and file of the employees here are not honest and trustworthy, for such is not the case. I enclose copy of statement I gave the press today.

"My position today on the graft or bribery conditions is the same as it was on May 17th. There is no widespread graft nor evidence of considerable bribery among Government employees at this Station. Practically all the cases referred to in the attached statement were in hand, or under investigation at that time. Furthermore I did not say that \$500,000 was grafted an-

BLAMES OUTSIDERS FOR GRAFT CONDITIONS

nually at Ellis Island, nor did I attempt to approximate any figure at all.

Suspects Outsiders

"The graft in connection with Immigration is I believe carried on by outsiders. I fear there is considerable graft of this nature. Indeed I know 'sharps' are continually preying upon foreigners as they leave the Barge Office, and even after reaching their destinations.

"Frequently these thieves gain entrance to the Ferry-Boat and Ellis Island and exploit the aliens under the guise of guide, friend or relative. There have been numerous cases of this kind and I believe this is being reduced to a minimum.

"We are told, and by aliens themselves, that robberies at ports of embarkation and the steamers is being conducted on a broad scale.

"So far as this Station is concerned I am sure we are sweeping it clean, morally and physically, and where there is suspicion, vigorous and diligent measures are being pursued."

Mr. Wallis' Statement

The statement to which Commissioner Wallis referred in his letter, which was also dated July 16, reads as follows:

There have been brought to my attention articles in certain newspapers quoting me as saying that probably \$500,000 have been extorted from immigrants at Ellis Island. This statement is most emphatically denied. I have given no figures on graft.

There is no question but what the opportunities for graft among immigrants present an alluring field. My belief is that the grafting that has occurred has been carried on largely by friends of the immigrants or those who represented themselves to be friends of immigrants. However, there has been some grafting or bribery or theft among certain employees.

The rank and file of the employees at Ellis Island are honest, trustworthy and loyal to the Government's business. The employees recently furloughed by the Bureau were furloughed because of the lack of appropriations.

During the time that I have been at the Island, there have been cases of two inspectors against whom charges of graft are now pending, both of whom have been suspended from the service. There have also been cases of eight or ten non-Civil Service temporary Watchmen, who have been discharged from the service for the same cause. Every effort has been diligently made to apprehend any who might be dishonest, and when found so, offenders have been summarily dealt with.

Recently an employee of one of the social service organizations at Ellis Island obtained \$50, \$25 from a man and \$25 from a woman. An attempt has been made to locate this worker, but his whereabouts are unknown. The \$50 will be refunded by the society which employed him.

The police and others at the Barge Office have repeatedly reported grafting among runners, taxicab drivers and exploiters among their own nationalities. This has become so persistent that at times it has been necessary to call extra policemen. Recently during a fog when the ferry boat was delayed, there was congestion at the Barge Office. Detectives were

called and three pickpockets were arrested within an hour.

Many of these exploiters gain access to the ferry boat and come over to Ellis Island claiming to be friends of the aliens, only to exploit them. Last week a man was picked up by one of the inspectors, who was selling alleged Board of Special Inquiry passes. He was arrested and is now under \$1,500 bail. Several have been driven from the Island who, we had strong suspicions, were professional exploiters of aliens.

COMMITTEE INCREASED

Six New Members Added to This Association's Industrial Re- lations Committee

A reorganization of the Industrial Relations Committee of The Merchants' Association, including the addition of six new members, has been effected. The Committee is now constituted as follows:

Mr. E. K. Hall, Vice-President of the American Telephone and Telegraph Company.

Mr. Sidney Blumenthal, President of Sidney Blumenthal and Company.

Mr. C. S. Ching, of the United States Rubber Company.

Mr. Lincoln Cromwell, of William Iselin and Company.

Mr. Gerhard M. Dahl, Vice-President of the Chase National Bank.

Mr. Lee K. Frankel, Vice-President of the Metropolitan Life Insurance Company.

Mr. Harold A. Hatch, Treasurer of Deering Milliken and Company.

Mr. Louis B. Schram, President of the India Wharf Brewing Company.

Mr. Walter C. Teagle, President of the Standard Oil Company of New Jersey.

Mr. Robert B. Wolf, of the R. B. Wolf Company.

Mr. Owen D. Young, Vice-President and General Counsel of the General Electric Company.

In connection with the work of the Industrial Relations Committee, the Industrial Bureau prepared a report on the operation of public employment offices, which was approved by the Executive Committee. As a result, letters were sent to Governor Miller and State Industrial Commissioner Sayer urging the continuance of the State Employment Service.

THE WORLD'S GOLD SUPPLY

The gold production of the world since the discovery of America has been about \$18,000,000,000, of which about one-half is now in existence either as coin or as the basis for circulation.

THE CONVENTION LIST FOR AUGUST

Few Events Scheduled for New York City During the Mid- summer Month

DANCING MASTERS ARE COMING

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of August:

Merchandise Exhibit Company—August 1-5.

American National Association of Masters of Dancing—August 1-6.

New York State Retail Grocers Association—August 2-5.

National Garment Retailers' Association—August 3.

Inter-State Exhibitors' Corporation—August 4-8.

United Cloth Hat and Cap Makers of North America—August 7.

International Association of Masters of Dancing—August 8-13.

Order United American Men, State Council of New York—August 9-10.

Order of Scottish Clans, Royal Clan—August 16-19.

Royal and Select Masters, Grand Council—August 22-23.

H. J. Heinz Company Sales Convention—August.

TO ADVISORY COUNCIL

Mr. Pierson Designates Representatives of The Merchants' Association on Port Board

Mr. Lewis E. Pierson, Acting President of The Merchants' Association, has designated the following representatives of The Association on the Advisory Council which is being appointed by Mr. Eugenius H. Outerbridge, Chairman of the Port of New York Authority:

Mr. William Fellowes Morgan, President of The Merchants' Association.

Mr. H. B. Walker, President of the Old Dominion Steamship Line.

Colonel F. A. Molitor, Consulting Engineer.

Mr. Walker is designated a delegate to the Council and Colonel Molitor an alternate.

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The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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JOHN W. NIX; President of John Nix and Company.
LEWIS E. PIERSON; Chairman of the Board, Irving National Bank.
LEOPOLD PLAUT; Chairman of the Board of the Black and Boyd Manufacturing Company.
GEORGE A. POST; of the George A. Post Company.
J. LOUIS SCHAEFER; Vice-President and Treasurer of W. R. Grace and Company.
HENRY R. TOWNE; Chairman of the Board, Yale and Towne Manufacturing Company.
GUSTAV VINTSCHGER; President of the Markt and Hammacher Company.
H. B. WALKER; President of the Old Dominion Steamship Company.
JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.
OWEN D. YOUNG; Vice-President and General Counsel of the General Electric Company.

DISCUSSION OF INTERNATIONAL TRADE QUESTIONS LEADS TO IMPORTANT UNDERSTANDINGS

The first annual meeting of the International Chamber of Commerce which was recently held in London resulted in important understandings between the nations with regard to foreign trade questions.

The decisions of the Convention, which were remarkable for their unanimity, were embodied in a series of resolutions. These resolutions were formulated by groups of delegates who considered and discussed them separately and then submitted them to the entire convention for its action. In this manner, the various questions brought forward received attention which could not have been given to them had the convention as a whole undertaken to discuss the entire program.

The Merchants' Association's delegates at the convention took an active part in all the proceedings.

If such international meetings served no other purpose than to bring together representatives of the commercial interests of the world, they would serve an exceedingly valuable purpose. Jealousy and ill-will among the nations too frequently grow out of misunderstandings which might easily be avoided through contact and discussion. These conventions, therefore, are bulwarks of peace, regardless of their practical results. In addition, the convention in London set up aims and standards and thus gave an increased community of interest tending to insure stability.

IMMIGRATION GRAFT

Correspondence between Immigration Commissioner Wallis and The Merchants' Association with regard to the robbery of immigrants reaching this country by way of Ellis Island appears elsewhere in this number of "Greater New York." The Merchants' Association, through its Industrial Bureau, made an extended and painstaking investigation of conditions on Ellis Island when the existing facilities there were being swamped by the rush from Europe to this country last winter.

This investigation was made under the authority of Commissioner Wallis, and its results were communicated to him for his information. It disclosed evidences of the existence of graft on the Island. These evidences were subsequently laid before the Immigration authorities in Washington and measures have been undertaken for stamping out the dishonesty.

Hardly anything can be more deplorable than the plunder of aliens who are seeking new fortunes in America. It cannot fail to give them a false and regrettable impression of the institutions of this Republic—an impression which probably it is extremely difficult for them ever to forget.

DISABLED SOLDIERS

That the action taken by The Merchants' Association with regard to the care of disabled veterans has met with appreciation is shown by a letter received from Senator Wadsworth, who is Chairman of the Military Committee of the Senate.

He assures The Merchants' Association that he agrees with its recommendations for the care of injured soldiers and that they will receive his best attention.

BACK TO NORMAL

In the process of commercial and industrial readjustment which is now taking place, activities are gradually settling back to the normal plane.

It is natural that this readjustment should proceed unevenly—that in some instances prices and volume of business should reach the normal standard sooner than in others—but the trend is general and inevitable.

It is noted that the exports from this country were practically the same last April as they were in April, 1913, the year before the outbreak of the war. In every other exporting country the volume of exports is much lower than it was in 1913.

The belief is growing that the turn in the lane is near.

Building Paralyzed in Boston and Rochester

Investigations in These Two Cities Reveal How Costs and Wages Went Up and What Happened When Attempts Were Made to Effect Readjustments—Boston Chamber of Commerce and Rochester Common Council Appointed Committees of Investigation

Prepared by the Industrial Bureau of
The Merchants' Association

How controversies, strikes and lock-outs have paralyzed the building industry throughout the country has been shown in general in articles printed in the last two preceding issues of "Greater New York."

It has also been shown how lack of housing facilities is imposing a hardship upon the entire country and prolonging stagnation of business by making employment more difficult.

Boston and Rochester Tied Up

What happened in Philadelphia and in Cleveland, where public spirited efforts were made to end disputes between employers and employees in the construction business has been described. In the following article what took place in Boston and in Rochester where the building industry has been benumbed by protracted disputes resulting from stubborn resistance to wage and price revisions will be described in this article.

Paralysis in Boston

Building construction amounting to \$20,000,000 has been held up in Boston as a result of high wages and high cost of material. A controversy was initiated by mechanics in the building trades who demanded a 50 per cent increase in wages to take effect on January 1 of the present year upon the expiration of last year's wage agreement which provided for \$1 an hour for journeymen, an increase of about 77 per cent over the 1914 rate. The cost of living in Boston at that time was about 97 per cent above the 1914 figure.

Wages Attacked by Employers

The building employers countered by proposing a downward revision of 10 per cent in the wages of all workers in the industry and a revision of the overtime schedule so that, on week days all overtime should be paid for at the rate of time and a half instead of double time. The employers also proposed that all mechanics in the building industry should work on the basis of a forty-four hour week instead of the forty hour week which had applied to carpenters, plasterers, lathers, and painters.

A strike promptly followed the attempt of the employers to enforce these changes. The employers then declared for the open shop and the result was so disastrous that the Boston Chamber of Commerce appointed a special committee to make an investigation. This committee held public hearings on ten different days, listening to counsel and other representatives of both the employers and the unions. It made its report in April.

Character of the Testimony

In explanation of the character of the testimony collected the report says:

The faults and defects of labor, whether organized or unorganized, are usually patent, and were detailed during this investigation. The faults and failing of the employer, or the building interests and the material and equipment men are not so apparent, and your Committee regrets to report that inasmuch as it was handicapped by lack of authority to subpoena witnesses, place them under oath, and summons books and records, it has been unable to make findings substantiated by evidence of excessive profits, artificial price fixing or illegal combinations.

It may be important to note that the building interests organized a Committee to accept the invitation of the Chamber of Commerce to present testimony at the public hearings. This Committee, of which Mr. Charles R. Gow was Chairman, included representatives of builders, material and equipment men, general contractors, architects, etc. Although the witnesses presented through this Committee of the building interests were ready and willing to lay bare the faults of organized labor, it seemed to your Committee that most of them studiously avoided giving accurate, reliable and useful information upon profits, price fixing and combinations.

Your Committee is jealous of the reputation of the Boston Chamber of Commerce for fairness and it would indeed be unfortunate if this report and the public hearings held were used solely as a vehicle to parade the faults of organized building labor. If the comments and findings of your Committee are given in more detail with respect to labor than they are in respect to the building interests, it is primarily because the information was more easily obtainable, and the facts more quickly ascertainable.

Causes of Stagnation in Building

Some of the reasons and factors which have been given as causes of the present stagnation in the building of homes and construction generally are as follows:

- (a) High labor costs due to the advancing wage scale, inefficiency of labor, and labor waste.
- (b) High costs of building materials due to unaccountably high prices and artificial means of keeping prices up.
- (c) The natural rise in the cost of raw materials, particularly food materials.
- (d) High transportation costs due to demoralized conditions and embargoes and advancing freight rates.
- (e) High cost of fuel due to the fuel shortage and unwarranted prices of coal.
- (f) Money situation due to the great expansion of credit and inflation of currency resulting from borrowing, extravagance, waste, and expenditures principally for unproductive purposes, followed by the sudden and radical restriction of credits; the diversion of money to commercial

activities and tax exempt securities; financing costs of the war by the imposition of income and excess profit taxes, which the consuming public are bound to pay in a large measure; lack of money for building operations caused by declination of banks to make loans through distrust of the stability of values of buildings, by insufficient return on operation of buildings and apparent hostility of the public to the collection by the owner of a sufficient return, and by insufficient return on mortgages due to federal taxes.

(g) Attitude of the public due to the falling market which encourages a waiting policy, and doubt as to the continuance of the present prevailing high prices of building construction, and reluctance to build now, while they do prevail.

(h) Collusion.

(i) Profiteering.

Costs of Materials

After giving examples indicating increases in the prices of building materials amounting in some cases to nearly 200 per cent, the Committee states that the inefficiency of labor has been one of the main factors contributing to the high cost of construction. Although this inefficiency has contributed in part to the cost plus system of getting contracts, the Committee states that "the inefficiency of labor arose only from natural causes—a demand for all classes of labor in excess of the supply which sprung up during the war and continued thereafter. The condition was not peculiar to organized labor or to non-union labor, but was characteristic of almost everybody except the most patriotic and conscientious."

"Although the Committee reports that a mass of conflicting data concerning the extent of labor inefficiency was presented, it was a fair conclusion to state that the production of labor at the end of 1920 was about three-quarters of what it was in pre-war times." In this connection it was reported by the representatives of the bricklayers that "there is no rule, either in a local organization or in the International, that puts a limitation on a man's work."

Labor Inefficiency

It was testified by the employers that another cause for the inefficiency of labor was the restrictive trade practices and rules of the several unions of organized labor having jurisdiction over laborers and mechanics in the building industry. In connection with these rules the Committee states:

It should be made clear at the outset that practically all of the union rules, practices, etc., which are complained of existed before the war and to a considerable extent are embodied in written working rules of the several unions, or in organized labor agreements, the use of which

BUILDING IS HAMPERED BY RESTRICTIVE UNION RULES

were assented to by the employers dealing exclusively with union labor or by the employers organized as parties to the agreements. The Committee finds that, although these rules and practices existed before the war, the rigid enforcement of them and the insistence by labor on their observance has been more marked since the war.

It has been urged upon your Committee that even though these rules and practices may have been of long standing that the employer should not share the responsibility for them equally with organized labor, because they were forced upon the employer by labor strikes at crucial times in the progress of important building construction. Your Committee has in mind only the interest of the general public and is concerned only with the question whether there are union working rules, practices, etc., which are really unnecessary for the equitable protection of organized labor, and which on account of their nature lead to uneconomic results, decreased efficiency and necessarily increased building costs. It should not matter if these practices are of long standing and if the employer has agreed to them, so long as they are wrong, and so long as they play any part in bringing about the present stagnation in the building industry. It is conceivable that the builder might find it to his selfish interest at a time when he wants to complete a job, and to escape the cost of a strike, to agree to practices which are not in the public interest and the bill for which the public must ultimately pay.

Rules Limiting Production

As illustrations of union working rules, practices, customs, and policies, tend to limit production, the Committee cited the following:

(1) All agreements between organized labor and the employers in the building industry contain uniform wage scales by which all members of a trade or class receive the same wage. It is asserted that a standard wage results in measuring the efficiency of labor by the most inefficient; and it is argued that if a minimum wage instead were established by agreement, proper and fair opportunity would then be given to the more ambitious and efficient workman.

(2) It is customary for the union to designate one of its members employed on each job as the job steward. Apparently his duties on behalf of the union are to enforce union rules and to report violations thereof. It is asserted that such a system places members of the union in fear of being penalized by their organizations for any efforts to expedite production.

(3) In several of the sets of the union rules there is a requirement that every foreman over union men must be a member of the union himself. It is claimed that such a situation is economically unsound because it necessitates a divided allegiance between the union and the employer, which is practically impossible to maintain. The answer of labor is that the requirement is not universal and that, for instance, in the case of the plumbers, Article No. 11 of their agreement with the Master Plumbers provides that "shop foreman or superintendent need not be a member of the United Association or any labor union, providing he does not use tools in performing his duties."

(4) The Committee finds that the building industry has suffered from a lack of apprentices. The building interests claim that there is a studied attempt on the part of all organized labor to prevent the introduction and advancement of apprentices. Union rules and trade agreements do restrict the number of apprentices to be employed.

(5) Four classes of mechanics in the building industry have been working under a five-day week, namely, the carpenters, plasterers, lathers and painters. All the other mechanics work on Saturday morning. The building interests assert that work by these preferred classes of mechanics is frequently necessary on Saturday morning in which case it must be paid for as overtime or double time. This situation naturally creates more or less dissatisfaction on the part of the other trades which work on Saturday morning at straight time. The labor witnesses testified that the employers were really responsible for bringing about the five-day week, and that in any event it was necessary to rest up the overworked mechanic.

(6) The Hoisting and Portable Engineers claim the right to operate "Hoisting and portable engines and boilers on buildings and construction work where operated by steam, electricity, gaso-

line or compressed air, including pumps, etc. . . . or any other machine used irrespective of its motor power." It is claimed that this means that a small gasoline-driven pump which can be operated by a laborer, must be attended to by an engineer under the rules, even though the pump is automatic and the engineer simply has to start it in the morning, give it a few drops of oil occasionally, and stop it at night, and if it runs during the noon hour the engineer is entitled to an hour's additional pay at double time. Another rule objected to is "where a machine or boiler has an extra machine attached, engineers shall receive two hours' pay at the rate at which he is employed." A hoisting engineer can operate only one machine or engine and is not permitted to shift from one engine to another. Many extreme examples of the operation of this rule are given in the testimony.

(7) The Electrical Workers require: "When a contractor finds it necessary to work men overtime, men working on the job shall have the preference." Labor claims that the reason for this rule is to prevent favoritism by the employers. They assert that "double time for overtime" is imposed by the unions as a matter of policy as men desire to confine themselves to the eight-hour day. Although the basic eight-hour day is general in the local building industry, there was evidence that mechanics seek and desire overtime work and that when labor was scarce one of the first inquiries by the applicant for work was whether there was any overtime with the job.

(8) The wood, wire and metal lathers have gone so far as to specify what the day's work shall be. Heretofore sixteen bundles of wood lath have been prescribed as the size of a day's work; and now it is proposed that twelve bundles of wood lath shall constitute a day's work.

There are certain union working rules and policies which are attacked as uneconomic and conducive to inefficiency. Without attempting to review the whole field, the following are noted as examples.

On December 18, 1918, the Painters' District Council, Boston, Mass., notified all the employers that, "The brush to be used in oil shall not exceed 4 1/2 inches and under no circumstances are our members allowed to use brushes any wider."

On December 2, 1918, the Painters' District Council notified the employers "On and after December 16, 1918, the members of the Brotherhood will not be allowed to work with or operate any machine used to apply paint or any other substance used by painters to any surface where paint is applied."

In the Constitution and By-laws of the Boston Cement, Asphalt and Terrazzo Finishers' Union Local No. 534, Article 15, Section 6, it is provided that "No member of this union may work on any material which contains quicksets or any matter to unduly hasten the hardening and setting of cement."

Although the employers assert that spraying machines for painting are entirely adequate and practicable in certain types of work and would reduce costs materially, the unions deny this and assert that the use of them is detrimental to the health of the painter. As to quicksets for cement, the manufacturers of them claim that they are absolutely harmless and economical, while the labor leaders assert that they are unhealthy and very poor results in the work are produced. Finally the question of whether quicksets should be used was submitted to the Board of Arbitration provided for by the agreement between the employers and the unions and a decision has never been rendered.

Paralysis in Rochester

The controversy in the Rochester building industry arose in connection with the renewal of wage agreements expiring on April 1 and May 1, 1921. These agreements were between building contractors who are members of the Builders' Exchange and Labor Unions representing thirteen separate crafts. The total number of union men involved was approximately 8,000.

The cause of the employers in the controversy has been urged by the Builders' Exchange, the Building Trades

Employers' Association and the Rochester Association.

New agreements which were submitted to the various unions by the employers and which were responsible for precipitating the strike provided for a decrease in wages amounting to fifteen per cent and were designed to bring about the open shop in the building industry in Rochester.

Proclaimed Open Shop

Early in May, 1921, the building contractors issued a statement announcing that all agreements not signed on or before Monday, May 9, 1921, at twelve o'clock noon, would be withdrawn, and that in the event these agreements were not signed before that time the members of the Advisory Board of the Builders' Exchange representing the contractors would resume work, employing such men as they could secure at the rate of wages and new conditions stipulated in agreements offered to the building trades unions. The Builders' Exchange further stated that in case the agreements then proposed were not accepted they would make no other agreements with labor unions until April 1, 1922, in order that men accepting employment with them would be properly protected.

Mr. Eastman Made Arbitrator

After a great deal of fruitless discussion between the parties to the controversy, one of the mason's unions agreed on June 11, 1921, to submit the question of wages for arbitration to Mr. George Eastman. Mr. Eastman thereupon made an award providing for a reduction of fifteen per cent in the wages of that craft. This award was accepted by a part of the portable and hoisting engineers' union, both of these unions returning to work.

Common Council Investigates

In order further to facilitate the settlement of the controversy, the Public Works and Law Committees of the Rochester Common Council appointed an investigating committee of three members to make a special study of the situation. This committee was appointed on June 28, 1921. By this date the controversy had largely centered itself around the matter of collective bargaining. The unions insisted that to return to work without a collective agreement would be to imperil their organizations. Employers on the other

ROCHESTER BUILDING HOLDUP IS PROBED

hand insisted that since they had stated early in May that they would enter into no collective agreements before April, 1922, and had employed laborers on that basis, they could not recede from this position.

The investigating committee of the Common Council invited all parties to the controversy to submit material bearing upon the case and held various public hearings. On July 8 the committee issued a lengthy report reviewing the various developments in the controversy and going into the many arguments presented.

The Committee's Findings

The committee decided that the position of the contractors in refusing to deal collectively with the labor unions was untenable, stating that, "to deny labor unions the right of effective collective bargaining in the present instance is to refuse that which their employers assume to exercise for themselves. The Builders' Exchange and the Rochester Association are themselves an illustration of an attempt to bargain collectively more effectively than the members could singly, and if the present conflict should result in forcing the employees to surrender this principle through physical necessities, it would be only because the employers have a stronger and more effective combination for collective bargaining than have the employees."

Eight Recommendations

The committee summarized its findings in eight recommendations as follows:

1. That wages be arbitrated within ten days after submission to arbitrators.
2. That upon an award being made the men return to work under the terms of the old agreement.
3. That the right to boycott non-union material be held in abeyance during the term of the agreement.
4. That no discrimination be made against the men now employed by the contractors.
5. That there shall be no restrictions placed upon the amount of work performed by any individual or group of individuals nor shall production be limited.
6. That there shall be no cessation of work at any time on account of jurisdictional disputes.
7. That there shall be suitable procedure for conference, conciliation and arbitration.
8. That pending such proceedings there shall be no walkout, strike or lockout.

Negotiations Still Going On

No settlement has yet been reached as a result of the committee's proposals, although these proposals are now being used as the basis for further negotiations which are being carried on under the auspices of the Division of Industrial Relations of the Federal Department of Labor.

Meantime, it has been proposed that a permanent board be created to have general supervision over the building industries in Rochester. This board would include in its membership representatives of organized labor, of the city, the Chamber of Commerce and of the public. According to the latest reports this suggestion has been received with approval, although no board has yet been arranged.

DAYLIGHT SAVING LIST INCREASED

More Cities, Towns and Villages Go on Record in Favor of the Summer Reform

The following places should be added to the list of cities, towns and villages operating under Daylight Saving:

Connecticut	
*East Hartford	*Wethersfield
*Fairfield	
New Jersey	
West Orange	Wrightstown
New York	
Bayville	Sea Cliff
Mohawk	
Massena (Clocks have not been turned but the business places are operating under Daylight Saving)	
Pennsylvania	
Palmerton	
Rhode Island	
Coventry	

More Favor Daylight Saving

These places should be added to the list of cities, towns and villages which for one reason or another have not adopted Daylight Saving this year but are favorable to the plan if adopted for the Eastern Time Zone:

Connecticut	
Bristol.....	Favorable to Eastern Zone Daylight Saving plan.
Jewett City.....	Favorable to Eastern Zone Daylight Saving plan.
Winsted.....	Favorable to Eastern Zone Daylight Saving plan.
Maryland	
Annapolis.....	"Daylight Saving worked to satisfaction and gratification of all during the war."
New Hampshire	
Concord.....	Favorable to Eastern Zone Daylight Saving plan.
New Jersey	
Phillipsburg.....	"Daylight Saving for the Eastern Time Zone would meet with approval."
New York	
Newark.....	"Community would be glad to see a Daylight Saving law for the Eastern Time Zone passed."
Wellsville.....	Favorable to Eastern Zone Daylight Saving plan.
Pennsylvania	
Bangor.....	Favorable to Eastern Zone Daylight Saving plan.
Danville.....	Favorable to Eastern Zone Daylight Saving plan.
Greenville.....	Favorable to Eastern Zone Daylight Saving plan.

Indiana.....	"Daylight Saving gave satisfaction during the war."
Johnsonburg.....	Favorable to Eastern Zone Daylight Saving plan.
Juniata.....	Railroad town and would be favorable if railroads adopted Daylight Saving.
Mount Carmel.....	Favorable to Eastern Zone Daylight Saving plan.
Plymouth.....	Favorable to Daylight Saving if uniform.
Quakertown.....	"We favor Daylight Saving but not in spots."
Reynoldsville.....	Favorable to Eastern Zone Daylight Saving plan.
Slatington.....	Approve Eastern Zone plan but not local Daylight Saving.
So. Brownsville.....	Favorable to Eastern Zone Daylight Saving plan.
Stroudsburg.....	Favorable to Eastern Zone Daylight Saving plan.
Sunbury.....	"Daylight Saving plan is favored here."
Tyrone.....	Railroad town and would be favorable if railroads adopted Daylight Saving.
Williamsport.....	Favorable to Eastern Zone Daylight Saving plan.
Vermont	
Burlington.....	"With the assurance that the plan was to be universally adopted for the Eastern Time Zone, it would be very generally supported."
Rutland.....	Favorable to Eastern Zone Daylight Saving plan.
Virginia	
Richmond.....	Favorable to Eastern Zone Daylight Saving plan.

*The names of the Connecticut towns that are preceded by an asterisk indicate that because the State law prohibits it, clocks have not been moved forward, but that nevertheless the town or city is operating under a Daylight Saving schedule.

BARCELONA FAIR

The Merchants' Association has received a letter from the American Chamber of Commerce in Spain informing it that the next Official Sample Fair of Barcelona will be held March 15-25, 1922, and that it will be international in its character.

The letter, which is signed by Mr. H. Powers, Secretary of the American Chamber of Commerce in Spain, adds:

"The Official Sample Fair of Barcelona, which is similar to that of Lyon, has already been held here for two years with great success. We wish to emphasize its importance as an opportunity for the exhibition of American made merchandise, as buyers come not only from all Spain but from nearby countries and from Latin America as well to attend it. We hope that many American firms will be represented with exhibits. We should appreciate your recommending firms to write to us for any special information they may desire."

A letter addressed to Mr. Powers at Rambla de Ios Estudios, 8, Barcelona, Spain, will reach him.

Our Consuls Abroad Are Anxious to Cooperate

Many of them Express their Appreciation of the Value of the Work Which The Merchants' Association Is Doing through Its Foreign Trade Bureau and Send Thanks for the 1920 Year Book Forwarded to Them

The Merchants' Association, through its Foreign Trade Bureau, has established close and beneficial relations with agencies abroad which are in a position to promote foreign trade. This relationship is maintained not only through individual agencies, but through commercial organization of various kinds and through the American Diplomatic and Consular offices.

Eager to Cooperate

The last Year Book of The Merchants' Association was recently sent by the Foreign Trade Bureau to American Consuls abroad with a note in which the Bureau invited cooperation for the promotion of this country's foreign trade interests. Following are extracts from some of the responses received from the various Consulates:

The Hon. M. B. Kirk, Consul at Rouen, France:

"I wish to thank you heartily for this book and trust that if at any time you feel inclined to address me a letter in regard to trade conditions or any pertinent information relative to this Consular district you will not hesitate to do so. If I can be of service to further the interests of the United States abroad, I shall be only too glad to do so."

The Hon. Charles W. Davis, Consul at Georgetown, British Guiana:

"The book has been received and I am very glad to have it in the office for reference. Previous issues have been hitherto on file and are frequently consulted."

"Trusting that I may have the opportunity of being of service to you, I am, etc."

From Funchal, Madeira

The Hon. William L. Jenkins, Consul at Funchal, Madeira:

"I shall have much pleasure in reading about your efforts to upbuild the foreign trade of the United States and shall keep the book on file in this office."

The Hon. Ely E. Palmer, Consul at Madrid, Spain:

"I have to acknowledge the receipt of your communication of November 15, 1920, and a copy of your latest Year Book which has been placed on file in this office for reference as opportunity may offer."

Helps Foreign Trade

**AMERICAN CONSULAR SERVICE
SAINT-ETIENNE (LOIRE) FRANCE**

November 29, 1920.

*The Merchants' Ass'n of New York,
New York.*

Sirs—I have to acknowledge the receipt of your letter of November 15, 1920, announcing that a copy of the latest Year Book issued by The Merchants' Association of New York has been mailed for the files of this office.

In thanking The Merchants' Association for its favor let me assure you that the Year Book is one of the volumes most frequently consulted in this office during the year, and has been the means of developing the foreign trade of the United States with this Consular district.

I shall feel very free to avail myself of The Association's Foreign Trade Bureau to furnish me with any supplementary information which may be desired in fostering the trade relations between the two countries.

Very respectfully yours,

**WILLIAM H. HUNT,
American Consul.**

"Assuring you of this Consulate's desire to cooperate at all times with your organization in the interest of American trade in Spain, I am, etc."

The Hon. J. K. Caldwell, Consul at Kobe, Japan:

"I desire to thank you for your kind offer of placing the services of the Foreign Trade Bureau of your Association at the disposal of this Consulate and I shall gladly avail myself of your offer should opportunity arise."

The Hon. Louis G. Dreyfus, Jr., Consul at Palermo, Italy:

"I desire to thank you for transmitting this periodical and at the same time to inform you that I will always be glad to serve your Association in connection with the upbuilding of the foreign trade of the United States."

Gaining in Panama

The Hon. Julius D. Dreher, Consul at Colon, Panama:

"Please be assured that this office

will always be ready to assist you in your efforts to extend American Trade. It may interest you to know that while the United States had only 55 per cent of the import trade into this Republic in 1913, the percentage increased to 82 per cent in 1919."

The Hon. John Ball Osborne, Consul General at Christians, Norway:

"The book was received today and I take pleasure in informing you that it will be placed in the reference file of this office where it will be referred to constantly in connection with the commercial work of this office."

"It may be of interest to you to know that your Year Book is of very great assistance to me in connection with giving to Norwegian concerns who call on me the names of reputable and well established business houses in New York."

Naples Accepts Invitation

The Hon. Homer M. Byington, Consul at Naples, Italy:

"I shall be very glad indeed to have this addition to the Commercial Library of the Consulate, and I propose to avail myself of your kind invitation to cooperate in the promotion of American trade in this Consular district."

Receptive in Mexico

The Hon. Lee R. Blohm, Consul at Frontera, Mexico:

"We thank you very cordially as well for the expression of the appreciation your Association feels for the work of the consular service and urge you to continue calling upon us whenever we can be of service to your organization."

The Hon. William P. Garrety, Consul at Puerto Cabello, Venezuela:

"I shall be glad to put your Year Book where it may be seen by visitors to the consulate, and to make such other use of it as may increase trade between this district and the United States."

The Hon. H. A. Johnson, Consul at Dundee, Scotland:

"I shall be pleased to place this publication on file in the reference library of this office, to which it will prove a valuable acquisition."

"Assuring you that this Consulate will always be delighted to render any possible service to the members of your Association, believe me, etc."

FOREIGN TRADE RELATIONS OF VALUE ESTABLISHED

The Hon. Henry H. Morgan, Consul General at Brussels, Belgium:

"I am greatly interested in the activities of your Association, and am sure the new publication will be a valued addition to the Consulate library."

Gratefully Received in Belgium

The Hon. George M. Hanson, Consul at Liege, Belgium:

"I have to say that the Consular Service generally depends largely on the merchants of New York in supplying names of American business men to local firms, and any information concerning the commercial facilities or other qualifications of your organization to handle foreign trade will always be gratefully received."

The Hon. Wallace J. Young, Consul at Bradford, England:

"I write to acknowledge with thanks your letter of November 15th and also the Year Book of your Association which arrived yesterday, and which is always a work of real value in the Consulate."

"Thank you also for the assurance that the Foreign Trade Bureau of your Association will also be glad to hold itself at my disposal at any time."

"If at any time I can be of assistance to The Association I am sure you will not hesitate to call upon me."

London Glad to Assist

The Hon. H. C. Claiborne, Consul at London, England:

"The Consul General directs me to thank you for your letter of November 15th informing him that you are forwarding to this office a copy of the latest Year Book. He especially appreciates your kind offer of cooperation and assistance in connection with American foreign trade and asks me to assure you that he will be very glad to assist in any practicable way in all matters pertaining to trade between the London Consular District and The Merchants' Association of New York."

The Hon. Thomas W. Campbell, Vice Consul at Newcastle-on-Tyne, England:

"This book was received by the same mail and will be placed on the commercial table of the Consulate."

"This is a very useful publication and is often used for reference."

The Hon. Augustus E. Ingram, Consul at Havre, France:

"I beg to thank you for your letter of the 15th instant. The copy of your Year Book for 1920 has today been received, and has been read with interest, particularly the report of your Foreign Trade Bureau. Your Year Book will

be carefully filed in this consulate, as the classified list of your members will undoubtedly prove useful here in answering commercial enquiries."

"I thank you also for your kind offer of assistance, and I would say that it at any time this office can be of service to your Association, I hope you will make your wishes known."

The Hon. C. Carrigan, Consul at Lyon, France:

"I shall be very glad to avail myself of your services as occasion arises."

A Useful Addition

The Hon. A. Gaulin, Consul General at Marseilles, France:

"The Year Book is a useful addition to our library and I beg to thank you for sending it to this office."

"While assuring you of my heartiest cooperation, I am, etc."

The Hon. Harry A. Lyons, Vice Consul at Nice, France:

"I have to state that this book has been duly received at this Consulate and placed in the reading room, where it can be consulted by all interested persons."

The Hon. A. M. Thackara, Consul General at Paris, France:

"I have to acknowledge the receipt of your letter of November 15, 1920, and to thank you for the copy of your Year Book which came duly to hand and has been placed on file in the Commercial Section of this Consulate General."

The Hon. W. Roderick Dorsey, Consul at Florence, Italy:

"I thank the Foreign Trade Bureau of The Association for placing itself at the disposition of the Consulate, and I shall be glad to cooperate whenever possible."

The Hon. Lucien Memminger, Consul at Leghorn, Italy:

"I shall take pleasure in bringing your publication to the attention of firms likely to be interested."

From Chihuahua

The Hon. J. B. Stewart, Consul at Chihuahua, Mexico:

"The offer of your Foreign Trade Bureau to cooperate with this Consulate, is appreciated and, as in the past, I will be very glad to furnish you with information regarding this Consular District, which comprises the Southern two-thirds of the State of Chihuahua."

The Hon. O. C. Harper, Vice Consul in Charge at Ciudad Juarez, Mexico:

"I wish to assure you that this office will be glad to furnish you, whenever

possible, with any available information regarding foreign trade or other matters."

The Hon. William C. Burdett, Consul at Ensenada, B.C., Mexico:

"Allow me to assure you of the heartiest cooperation of this office in the extension of New York trade with this consular district and to place the services of this office at the disposal of your Association in the promotion of commercial relations."

At Association's Disposal

The Hon. Harry L. Walsh, Consul at Manzanillo, Mexico:

"The trade information of this Consulate, needless to say, is at the disposal of your Association."

The Hon. Francis J. Dyer, Consul at Nogales Sonora, Mexico:

"In connection with your interest in American foreign trade permit me to renew my assurance that this office will be always at your service in any way possible to advance the business interests of the United States in this part of Mexico."

Much Needed Service

The Hon. Paul H. Foster, Consul at Vera Cruz, Mexico:

"I find this copy exceedingly interesting, especially the efforts made toward the development of foreign trade and more particularly the settlement of disputes between importers and exporters. It is a branch of service very much needed."

Finds Year Book Useful

The Hon. Robert S. Bergh, Consul at Stavanger, Norway:

"Kindly accept our sincere appreciation of your courtesy in sending us your Year Book which we always have found to be very useful."

The Hon. George H. Pickerell, Consul at Para, Brazil:

"Thanking you for your courtesy and assuring my cooperation and support at all times, I remain, etc."

The Hon. Dudley G. Dwyre, Consul at Maracaibo, Venezuela:

"The American Consular Service is interested in the activities of your Association and desires to be of service to your members wherever possible."

Malaga Will Cooperate

The Hon. Gaston Smith, Consul at Malaga, Spain:

"Thanking you for this courtesy, and assuring you of my desire to cooperate with you at all times, I am, etc."

YEAR BOOK OF 1920 WELCOMED IN CONSULATES ABROAD

The Hon. George G. Duffee, Consul at Nuevitas, Cuba:

"Your appreciation of the work that the American Consular Service is endeavoring to do in aiding merchants in the United States is something that the writer appreciates on his own behalf as well as on that of his colleagues all around the world. We hope to get more and more accomplished, year by year; and for my part, I shall be pleased to always cooperate with your body."

Always Welcomed

The Hon. Charles L. Latham, Consul at Kingston, Jamaica:

"The receipt of this publication is always welcomed, and finds a ready place in the commercial files, where it is frequently consulted."

"You may feel assured that a deep interest is taken in all activities which in any way tend to build up the foreign trade of the United States, and this Consulate is always ready and willing to cooperate with you in this useful work."

The Hon. Philip Holland, Consul at Basel, Switzerland:

"In reply, I have to say I have replaced the Year Book for 1919 with the new one, and I am always pleased to have this book in the consular files for ready reference."

The Hon. Thornwell Haynes, Consul at Berne, Switzerland:

"I wish to say that I fully reciprocate the feeling of the Foreign Trade Bureau of your Association, as expressed in your letter, and at the same time allow me to assure you always of my pleasurable cooperation in extending the interests of your Association."

The Hon. Lewis W. Haskell, Consul at Geneva, Switzerland:

"I wish to thank you for this copy, which will prove very useful to this office, and also for your kindness in offering me the valuable services of the Foreign Trade Bureau of your Association."

"Placing this office at the entire disposal of The Merchants' Association of New York for any information in regard to this district, I remain, etc."

From Port Limon

The Hon. Stewart E. McMillin, Consul at Port Limon, Costa Rica:

"I wish to assure you of my devoted interest in the furtherance of upbuilding the foreign trade of the United States, and it affords me great pleasure to serve you in any capacity which you may see fit to require."

Frequently Consulted

AMERICAN CONSULAR SERVICE
PRINCE RUPERT, B. C., CANADA.

November 26, 1920.

The Merchants' Ass'n of New York,
New York, N. Y.

Sir:—Your letter of November 15, 1920, inviting attention to the latest Year Book of The Association, copy of which has arrived under separate cover, has been received.

This publication is considered a valuable addition to the commercial library of the Consulate and possibly no commercial reference book of the office files is consulted with greater frequency. On the several occasions when merchants visiting New York have been supplied with cards of introduction from this office the results have been most satisfactory.

It will be a pleasure to be of service to The Association whenever possible and your courtesy in mailing the Year Book is much appreciated.

Very respectfully yours,

E. A. WAKEFIELD,
American Consul.

The Hon. H. Merle Cochran, Vice Consul in Charge at Montreal, Canada:

"This volume has been received, and placed in the commercial files of this Consulate General for the information of visitors who may be interested, and for our own reference in answering trade inquiries."

The Hon. John G. Foster, Consul General at Ottawa, Canada:

"I very much appreciate your courtesy in sending me this attractive volume, and I am sure I shall find in it a great deal of valuable as well as interesting information."

Dublin Anxious to Assist

The Hon. F. T. F. Dumont, Consul at Dublin, Ireland:

"The services of this office are always available to American business men, and we assure you that the greatest possible assistance will be rendered upon request."

The Hon. Charles E. Asbury, Consul at Cardiff, Wales:

"I have placed the Year Book on file in this office, and hold myself in readiness to assist you in any possible manner to extend American trade."

The Hon. Ralph C. Busser, Consul at Corunna, Spain:

"I am glad to keep in touch with your Foreign Trade Bureau and to place the facilities of this Consulate at the disposition whenever your Association or any of its members require information or assistance."

Used Extensively in Portugal

The Hon. Samuel H. Wiley, Consul at Oporto, Portugal:

"Please accept my thanks for the Year Book, which has been placed on file in the reference library of this consular office. It may be of interest to you to know that the previous copies of the Year Book of your Association have been used extensively in preparing lists of firms requested by merchants in this city."

The Hon. Oscar S. Helzer, Consul at Jerusalem, Palestine:

"I beg to acknowledge receipt of your letter of November 15, 1920, together with copy of your year book for 1920, which has been placed upon the table of the reading-room of this Consulate where it can be seen by visitors who are interested."

The Hon. G. Willrich, Consul at St. Gall, Switzerland:

"Your fine Year Book I shall use to the fullest extent possible at this office, and trust that it may aid me in materially extending the trade of members of your Association in this consular district."

The Hon. Maurice P. Dunlap, Consul at Malmo, Sweden:

"I consider your book a particularly valuable one, as it frequently happens in the Scandinavian countries that inquiries are made by merchants who wish especially to deal with concerns in New York City."

WHO OWNS THE BONDS

According to a compilation made by the Government Loan Organization, nearly 90 per cent of the outstanding bonds and certificates of indebtedness issued by the Government to finance the war are now in the hands of the public. The statement issued by the organization shows that on Dec. 29, 1920, the latest date for which figures are available, approximately \$20,431,777,000 par value of war issues were held by individuals and corporations. The public holds 89.4 per cent of the total issues of \$22,861,341,000 outstanding on that date.

WAR SECRETARY ON PHILIPPINE LAW

**Mr. Weeks Explains Origin and
Status of Requirement in
Keeping of Accounts**

QUESTION IS NOT A NEW ONE

Secretary of War John W. Weeks has replied to the letter sent to him by President William Fellowes Morgan on behalf of The Merchants' Association enclosing copies of a resolution adopted by The Association protesting against the requirement of a law passed by the Philippine Legislature that merchants books of account be kept in English, Spanish or a native Philippine dialect.

Secretary Weeks' Letter

Secretary Week's letter explains the situation with regard to the objectionable law as follows:

"I beg to acknowledge the receipt of your letter of July 11th, in regard to the recent enactment by the Legislature of the Philippine Islands of Act No. 2972, which requires Philippine merchants to keep their accounts in English, Spanish, or in one of the native dialects of the Philippines.

"There is inclosed a copy of the Act in question. The subject matter of this legislation, i. e., the requirement that so much of the books of merchants in the Philippine Islands as is necessary to an intelligent verification of the taxes to be imposed under the sales tax law be kept in English or Spanish has been for a long time under discussion in the Philippine Islands.

Supreme Court Decision

"In fact, the Collector of Internal Revenue, by an Internal Revenue Circular Letter in 1914 required the necessary entries to be made in Spanish or English. A preliminary injunction was issued by one of the lower courts on December 29, 1914, prohibiting the enforcement of the provisions of the letter and, on appeal, the Supreme Court of the Philippine Islands, in a decision dated February 4, 1916, held that the Bureau of Internal Revenue was without authority to issue such a regulation and made the injunction permanent. The court set forth at length and with clearness the reasons for its decision and added:

"In reaching this conclusion, we have carefully avoided using any language which would indicate our views upon the plaintiffs' second proposition to the effect that if the regulation were an act of the Legislature itself, it would be invalid as being in conflict with the paramount law of the land and treaties regulating certain relations with foreigners."

Attorney General's Ruling

"Again, on March 26, 1919, the Attorney General of the Philippine Islands held that the Insurance Commissioner was without authority to require the books of a Chinese marine insurance company to be kept in English or Spanish. He followed generally the opinion of the Supreme Court referred to.

"In the suit in 1914, a statement prepared by the Collector of Internal Revenue and accepted by the plaintiff showed 85,000 merchants in the Philippine Islands, 71,000 of whom were Filipinos, 1,500 of American, Spanish or British nationality; and, of the remaining 12,500, nearly 12,000 were Chinese. The aggregate sales of the latter amounted to more than 60 per cent of the total business done by merchants in the Philippines. A witness for the Collector of Internal Revenue testified that about two-thirds of the Chinese business men could comply with the regulation. It is believed that the percentage of Chinese merchants who can now comply with the law is greater than that in 1914.

Act May Be Annulled

"The Act in question if it is sustained by the courts, may of course, be annulled by Congress or repealed by the Philippine Legislature. The Philippine Legislature will convene again about October 15th and copies of all the correspondence which the Bureau has had on the subject have been sent to the Governor General for such recommendation as he may see fit to make to the Legislature.

"It is important, however, to note that the question is not a new one in the Philippines, and the facts on which a right decision might be based are well known there, as is shown by the decision of the Supreme Court to which reference has been made. The opinion of the Court, however, as well as the discussion in the public press of the Philippines, show that it is a question on which there is a distinct division of local opinion."

MILITARY REPORT WINS APPROVAL

**Senator Wadsworth, Chairman of
the Senate Committee on Mil-
itary Affairs, Is in Accord**

COOPERATION IS APPRECIATED

A copy of the report of the Military Committee of The Merchants' Association with regard to the legislative program put forward by the American Legion was sent to Senator James W. Wadsworth, Jr., of New York, Chairman of the Committee on Military Affairs of the Senate.

Senator Wadsworth's Assurance

In acknowledging the report Senator Wadsworth writes as follows:

"Thank you very much indeed for your letter of July seventh enclosing copy of a report adopted by the Military Committee of your Association which has to do with relief legislation for disabled soldiers. I have examined the report carefully and am glad to say that I am in general agreement with the proposals contained in it. Last Friday the Senate Military Committee ordered a favorable report on S. 1565, a bill providing for the retirement of disabled emergency officers. Only yesterday the measure was reported to the Senate. I enclose a copy of the bill and report for your further information.

"In closing I want to assure you and the members of your Association that all legislation looking toward the improvement of the condition of disabled ex-service officers and enlisted men has and will continue to receive my very best attention."

TRAFFIC WORK IN JUNE

The work of the Traffic Bureau of The Merchants' Association during June included the handling of 129 different matters presented by members of The Association. These comprised questions relating to claims, liability of carriers, deliveries, steamship and railroad service, freight rates, export and import matters and questions relating to express service.

"GREATER FREDERICK"

"Greater Frederick" is the title of an organ, which is being published by the Chamber of Commerce of Frederick, Maryland.

TRUCK ROBBERS MUST FACE GUNS

**Guards Provided to Watch Over
Merchandise Carried in
Gasoline Fleets**

WOULD HALT TRADE THEFTS

Highway robbery of merchandise shipped by truck between New York City and outside points has become so serious that a guard of deputy United States marshals has been organized to convoy shipments.

Brigandage on Philadelphia Route

The plan adopted was laid before the Board of Directors of The Merchants' Association with a request for cooperation on the part of the members of The Association. The immediate situation which brought about action was the condition that exists along the motor highway between this City and Philadelphia, where losses have become so great that the adoption of a protective plan was deemed imperative.

The only plan believed to be feasible was the adoption of some system of armed protection for trucks and cargoes and the elimination of collusion between drivers and thieves. To this end deputy United States marshals have been employed as guards to protect truck fleets.

Truck Fleets Guarded

There is a definite meeting place in Jersey City and another in Philadelphia where all trucks going in convoy assemble at a certain hour of the night. At these points they are met by the guards who remain with them until they arrive at their destination.

In order to keep the convoy together and to eliminate stragglers, a rule has been established that any truck that may become disabled shall be taken in tow by the other trucking convoy until it has been brought under the protection of the nearest organized police department.

Cuts Down Expense

The cost of protection thus afforded is said to be small and it is expected that it will be still further reduced, if it receives the support of shippers.

Arrangements have been made with an insurance company to give reduced rates on convoyed merchandise so that,

Merchants' Association

Mr. Henry Prentiss, President of Henry Prentiss and Company, Incorporated, machine tools, is one of the members of The Merchants' Association and takes an active interest in its work.

In writing to another company regarding the work of The Association recently, Mr. Prentiss said:

"As this company has had membership in The Merchants' Association of New York for a good many years, and has found such Association very helpful from a civic and business point of view, we are glad to recommend it to you for membership. The Association staff is made up of intelligent and progressive men, who are experts in their particular lines. The Merchants' Association is non-partisan and because of its record wields a powerful influence for good in Government, State and City circles. We have always found it on the right side in all important matters affecting the business interests of Greater New York and the nation at large. The expense of membership is comparatively trivial and the returns, if advantage is taken of the facilities which it affords, are manifold.

"We enclose sheet from the weekly trade paper entitled 'Greater New York,' published by The Association, from which you will note that there was added to the membership during the month eighty representative houses. Nearly every business concern with New York connections of prominence is now included in such membership. It would afford us a pleasure to add your name to this list and we hope you will give the matter favorable consideration."

instead of an additional charge, there is actually a considerable saving on each trip.

The Directors assume that any member of The Merchants' Association who desires to avail himself of this service will arrange his insurance through his own broker.

CIRCULATING MONEY

Money in circulation in the United States on June 1 was estimated at \$5,983,258,293, as against \$6,102,152,241 on June 1 a year ago, and \$6,070,888,114 on May 1 of this year.

SENATOR FOGARTY LEFT SUCCESSORS

**"Senator James Evans McMann"
Is a Cynical Collector from
the Easily Duped**

FURNISHES VOICE FOR KELLY

**Prepared by the Bureau of Advice and
Information of the Charity Organ-
ization Society**

With one "Peter Justus Fogarty" making an enforced sojourn on the Island and with the efforts of two others of him presumably cramped by Grand Jury indictments, it would seem as if the activity of this gang had been checked.

Not at all.

McMann and Cassidy on Deck

As "ex-Senator" James Evans McMann," and as the "Hon. Michael James Cassidy," the gang is bolder than ever. Just how these people work, whether singly, in couples or as a gang it is difficult to say. "Kenneth Shaw," the latest "Fogarty" to be arrested, claimed that he had no accomplices, that he did his own telephoning and acted as his own messenger. Incidentally he professed cynical amusement at the serious manner with which his victims handed out their contributions "for the poor of the district." "They sure felt noble," he said.

The latest exploit of "McMann," whoever or whatever he may be, indicates at least a partner. A large tea firm recently received a call from a dapper "Mr. Kelly," who presented the card of the "ex-Senator," whose personal representative he claimed to be in raising a fund for a "summer outing for the poor." Mr. Kelly was firmly and none too gently directed to the door.

Gave Them a Chance

Some half hour later a dignified voice on the telephone called the office manager to tell him that while the "ex-Senator" wasn't really offended, he felt that the firm had not correctly understood "Mr. Kelly," and the purpose of his call, so he, "Mr. McMann," would give them the opportunity to send their check by mail to the Union Democratic Club, 200 Hudson Street. At this address is a lodging house where no one ever heard of "Mr. McMann" and his club. Letters are returned by the post office marked "Unknown."

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, SEPTEMBER 5, 1921

No. 31

Campaign for Removal of Post Office Renewed

The Merchants' Association Joins Other Civic and Commercial Bodies in Asking for Abandonment of Antiquated Structure Which Encumbers City Hall Park—Representative Rossdale's Bill for Tearing Down "Architectural Monstrosity" Is Endorsed

Representative Albert B. Rossdale, of the Twenty-third New York District, has introduced in Congress a bill providing for the demolition of the old post office building in City Hall Park in this City.

President Morgan to Mr. Hayes

The Merchants' Association has long and earnestly advocated the removal of the obsolete post office building from City Hall Park and the restoration of the Park to the City. In a letter to Postmaster General Will H. Hays on August 18, President William Fellowes Morgan, on behalf of The Association, said:

"The Congressional Joint Commission on Postal Service in its report dated July 26, 1921, recommends the demolition of the present Federal Building at Broadway and Park Row (used for postal and general Federal purposes) and the construction upon the same site of a new building for exclusively postal purposes.

"We quote as follows from that report:

"Investigation made by the Commission, through its engineers and postal experts, has shown the urgent need of relieving the situation at the City Hall Station, for many years known as the New York General Post Office, and which is located in the very midst of New York's greatest office buildings. Recommending measures for temporary relief, the Commission continues: 'But this relief will suffice for a short time only, and, as will be set forth later, the building must shortly be replaced by another. . . . The evidence gathered by the Commission, through their engineers and postal experts, shows the City Hall Post Office Station is not only badly ventilated, outgrown and

The Rossdale Bill

H. R. 8246

IN THE HOUSE OF REPRESENTATIVES

August 18, 1921

Mr. Rossdale introduced the following bill, which was referred to the Committee on Public Buildings and Grounds and ordered to be printed

A BILL

To tear down and remove the obsolete structure known as the Post Office or Federal Building, in City Hall Park, at New York, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury, as the custodian of public buildings, shall be authorized to provide for and to arrange to tear down and remove the obsolete structure known as the old Post Office or Federal Building, in City Hall Park, New York, and to restore the site thereof to its lawful owners, the City of New York, this structure being obsolete and entirely unsuitable and inadequate for its present purposes and uses as a branch post office, Federal court, and office building, and is an architectural monstrosity of so peculiar design and shape as to prevent and make impossible its alteration to much needed larger Government requirements.

Sec. 2. That the custodian service, under the direction of the Secretary of the Treasury, shall confer with and apply the recommendations of the present Joint Postal Commission of the House and Senate of the United States for added postal facilities for the City of New York, with the view of providing adequate housing for the various Federal departments and agencies located in this old downtown post office building, and for such other Federal departments and bureaus located in the City of New York, for which space is now rented or leased, in privately owned buildings.

overcrowded, but the courts and the district attorney's offices located in the building, are also overcrowded to the extent that it has been necessary to rent additional space in the neighborhood.

"Though this is a Federal building it cannot house all the many Federal agencies located in New York, and many are occupy-

ing rented quarters with an aggregate rental per annum of approximately \$900,000. The situation of the site from a postal standpoint is regarded as strategic. One feature of the site which is of particular importance is the availability of the plaza on the north side of the building for the maneuvering of motor vehicles, and which could not be duplicated anywhere in the vicinity except at enormous expense. Recognizing the desirability of the site, but likewise the inadequacy of the building, it would seem wise to retain the site and if practicable, enlarge the building, but the building is not of a type that would permit of reconstruction except at very great expense, in fact at an outlay that would be prohibitive. To tear down the present building and to erect another on the same site for the Post Office, the courts and the district attorney's office, would necessitate the utilization of much of the first floor level which is of the utmost importance for postal purposes, and all of which is required for lobbies, elevators, etc., to serve the courts, etc., on the upper floors. This would be very objectionable. Further, it is represented that there would likely develop opposition if a many-storied edifice were erected here. Therefore, to meet the exceptional conditions encountered, to preserve the site with its many advantages for postal purposes, and to provide for the time when the additional facilities must be furnished, the Commission recommends:

"(a) That the Treasury authorities prepare plans for a new building to be erected on the present site for the use of the Post Office exclusively.

"(b) That a site be selected for a Federal court and other Federal activities aside from the Post Office.

"(c) That plans for this Federal building be promptly prepared.

"(d) That the foregoing program be carried out in season to permit the building on the City Hall site to be vacated by July 1, 1925, the courts to occupy the building to be built for them, and the Post Office to be provided with temporary rented quarters during the period of construction."

Familiar With Postal Service

"For years this Association has made a careful study of the postal situation

APPEALS TO POSTMASTER GENERAL HAYS FOR PARK

in this City. It is, therefore, very familiar with it. We fully concur in the conclusions of the Joint Commission on Postal Service, that the present Federal building at Broadway and Park Row is entirely inadequate, both for the needs of the postal service, and for the needs of the Federal courts, and that, therefore the present building should be demolished and new quarters provided for both indicated branches of the Federal service. We strongly dissent, however, from the proposition that a new Post Office building should be constructed upon the site of the present building whose demolition is recommended. While it is true that the present site is an excellent one for the needs of the postal service, it is equally true that other sites fully as desirable for postal purposes can be secured in the immediate vicinity and free from the objections to the present site, to which the Commission has not alluded.

Demand for Small Parks

"During recent years, and consequent upon the great increase in the number of very high buildings throughout the City, there has grown up an insistent and wide-spread public demand for more small parks, or so-called breathing spaces, and particularly for the restoration of City Hall Park to its original purpose by the removal therefrom of all buildings except the City Hall. The City has, itself, demolished some of the structures formerly contained in that Park, and has made provision for the demolition in the near future of the existing court buildings, which cost many million dollars, and their reconstruction upon new sites specially purchased for them.

Site Ceded for Federal Purposes

"The same reasons which have animated public sentiment to demand the removal of City-owned buildings from the City Hall Park apply with equal force to the present Federal building. The site of that building was formerly a part of the City Hall Park. It was ceded to the Federal Government for government purposes. The immense Federal building which was constructed thereon is no longer suitable for its purposes. It is utterly inadequate for the needs both of the postal service and of the courts. It is not questioned that a proper performance of the Federal public service requires new and more adequate buildings, and it is reasonable,

therefore, that new sites for those buildings should be selected in order that the City Hall site may revert to the City of New York, and be restored to its original status as part of the City Hall Park.

"We are strongly of the opinion that in this matter the sentiment of the people of this City, which favors the restoration of City Hall Park, should be respected, and we therefore respectfully urge that your efforts be directed toward the selection of some other equally available site for the proposed new down-town Post Office Building."

Postmaster General's Response

In acknowledging the receipt of this letter Postmaster Hays wrote to Mr. Morgan as follows:

"I am very much interested in your letter of the 17th. At a very early date I am going to see you and we will move definitely in these matters. I am going to try to have a meeting of our New York committee in a very short time, advising you several days ahead. In the meantime, I am grateful for your continued thought on the matter."

Citizens' Advisory Committee

Postmaster General Hays has appointed a Citizens' Advisory Committee to cooperate with him in a program for the improvement of the City's postal facilities. The members of this Committee are as follows:

Colonel Michael Friedsam, President of B. Altman and Company and a Director of The Merchants' Association.

Mr. Clarence H. Kelsey, President of the Title Guarantee and Trust Company.

Mr. Darwin P. Kingsley, President of the New York Life Insurance Company and of the Chamber of Commerce of the State of New York.

Mr. William Fellowes Morgan, President of The Merchants' Association.

The Hon. Alfred E. Smith, former Governor of the State of New York.

Postmaster General Hays has announced his intention of making provision for the postal needs of New York City for the next ten years. The recommendations of the Congressional Committee, generally speaking, will be the guide for improvement.

Mr. Rosedale's Bill Commended

In acknowledging to Representative Rosedale a copy of his bill providing for the removal of the old post office building, The Merchants' Association said:

"The bill has already had the effect of tending to crystallize public opinion

in support of the proposition to remove the old Post Office and is, therefore, of value to that extent. It is probable, however, that before legislation can be had upon the subject additional study must be made with a view to providing a suitable new location for the construction of Federal buildings to replace the one which it is proposed to remove.

"As you doubtless know, a Committee has been appointed by Postmaster General Hays to examine into and report upon the recommendations made by the Joint Congressional Commission for the investigation of postal affairs, which Commission has recommended the construction of a new building upon the present site. Mr. Morgan is a member of that Commission and as President of this Association has already taken a strong position in opposition to the recommendation of the Federal Commission so far as the continued occupancy of the present site for postal purposes is concerned. When the local committee appointed by Postmaster General Hays meets, the subject will have full consideration."

Reply Coupons

The Merchants' Association recently wrote to Postmaster General Hays as follows:

"The attention of The Merchants' Association has been directed to the fact that although international conventions have been arranged with certain foreign countries whereby a two cent letter rate is now effective, provisions have not been made for a two cent international reply coupon service between the United States and the countries in question.

"The object of this letter is to make inquiry as to whether or not consideration has been given to the wisdom and feasibility of using two cent international reply coupons in the above mentioned connection.

"Any information that you may be able to send us with respect thereto will be cordially appreciated."

In replying the Second Assistant Postmaster General said:

"In reply to your communication of the 11th instant, I am pleased to advise you that the matter of providing a two cent international reply coupon will be taken up at the Pan-American Congress which is now in session in Buenos Aires. The delegates representing the United States have been instructed to give the matter appropriate consideration."

Manufacturers Advocate American Valuation

Committee Formed to Urge the Adoption by Congress of the New Plan Proposed by the House Committee on Ways and Means, Which Drew the Fordney Tariff Bill—Members of The Merchants' Association Identified with the Campaign for Change

A Committee of Manufacturers on American Valuation has been formed in this City to urge the adoption of the plan proposed by the Ways and Means Committee of the House of Representatives for assessing duties on the American valuation of imported articles rather than upon the value of such articles in the country of origin, as at present.

Includes Members of this Association

Mr. F. D. Dodge is Secretary of the Committee, which has headquarters at 64 Wooster Street, and contains a number of members of The Merchants' Association.

Mr. Dodge wrote Mr. S. C. Mead, Secretary of The Association, on August 17, as follows:

"The position taken by The Merchants' Association upon the provision in the new tariff law to assess ad valorem duties upon American Valuation attracted the notice of many members of The Association for the first time through the prominence given to the subject in the issue of 'Greater New York' of May 30, 1921. There followed a meeting of a few members who are in favor of American Valuation. A brief was prepared and printed, and circulated among other members who were presumed to be interested, and expressions of approval of American Valuation were received from about 125 members of The Association whose names are set forth in the accompanying list, and in whose behalf this communication is addressed to you.

No Desire to Criticise

"It is not our desire to criticise the action of the Directors, inasmuch as a hearing had been granted to three protesting members at a special meeting of the Board of Directors on May 27. It is our belief, however, that in the consideration of this subject by The Association's Committee on Customs Service and Revenue Law no manufacturer, or any one else, in favor of American Valuation was invited to present his views on the other side, and that the members of the Committee represented the interests of importers and distributors only, and not of American manufacturers, who constitute a large proportion of your membership. We believe, furthermore, that the Board of Directors adopt-

ed the report of the Committee on Customs Service and afterwards confirmed it without fully realizing the strong opposition to it in The Association.

"It is our understanding that it has been the policy of The Association to take no definite stand as to controversial questions upon which members of The Association take opposite positions, in conformity with their political affiliations and their business interests. We regard this as an issue of that character, and therefore not one upon which The Association should do more than present to its members the arguments on both sides.

Asks Consideration of List

"We respectfully submit that the number of names on our list indicates a substantial body of opinion among your membership opposed to the action of your Board of Directors upon this subject. We therefore request that you bring this letter before the Board for suitable action. We do not ask that the Directors reverse their position, but we do ask that suitable action be taken to give prominence to the fact that a large number of members of The Association is not in agreement with the action of the Directors in this matter. We suggest that this action be the publication of this letter, with the names attached, in an early issue of 'Greater New York.'"

Request Is Granted

Replying to this communication, Mr. Mead wrote:

"Permit us to thank you for your letter of August 17, in which, on behalf of the Committee of Manufacturers on American Valuation, composed of members of The Merchants' Association of New York, you request that the letter be brought to the attention of the Board of Directors for suitable action, and that such action be the publication of the letter, with the names attached, in an early issue of 'Greater New York,' as indicating that a considerable body of opinion among The Association's membership is opposed to the action taken by the Board of Directors upon the subject of American Valuation as the basis for assessment of duties.

"In accordance with your request, we will take pleasure in bringing this re-

quest to the attention of the Board of Directors at the earliest practical moment, and also in publishing the letter and list in the next issue of 'Greater New York,' which will be on September 5.

"Merely for your information, we would call your attention to the fact that of the one hundred and twenty names contained in the list, three are not now, and, as shown by our records, never have been, members of The Association, viz.: The Alandale Company, William Stoppard and Son, and the Seekonk Lace Co.; while two, viz., the American Ever Ready Company and the Piroxloid Products Corporation, formerly members, are not included in The Association membership at the date of your letter."

Members Who Favor Fordney Idea

Following is the list of members of The Merchants' Association who favor the American Valuation plan, as furnished by Mr. Dodge:

Alandale Company, 251 Fifth Avenue.
American Code Company, Incorporated, 206 Broadway.
American Bud Company, 507 West Broadway.
American Ever Ready Company, Thomson Avenue and Orton Street, Long Island City.
American Paper Exports, Incorporated, 136 Liberty Street.
American Thermos Bottle Company, 366 Madison Avenue.
American Type Founders Company, 300 Communipaw Avenue, Jersey City (300 William Street).
Atlantic Lithographic and Printing Company, 448 West 37th Street.
Baker and Bennett Company 873 Broadway.
Baker Castor Oil Company, The, 120 Broadway.
The Barrett Company, 40 Rector Street.
Robert N. Bassett Company, 220 Fifth Avenue.
Binney and Smith Company, 81 Fulton Street.
Black and Boyd Manufacturing Company, 17 East 47th Street.
Birkenfeld, Strauss and Company, 61 Wooster Street.
E. F. Caldwell and Company, Incorporated, 36 West 15th Street.
The Celluloid Company, 30 Washington Place.
John Chatillon and Sons, 89 Cliff Street.
Chipman Chemical Engineering Company, Incorporated, 136 Liberty Street.
B. P. Clapp Ammonia Company, 256 Broadway.
Chas. Cooper and Company, 194 Worth Street.
Cordley and Hayes, 7 Leonard Street.
Crucible Steel Company of America, 2 Rector Street.
Defiance Button Machine Company, 43 West 24th Street.
J. A. Deknatel and Son, Incorporated, 8 Heyward Street, Brooklyn.
Dessart Brothers, 503 Metropolitan Avenue, Brooklyn.
Dill and Collins Company, 419 Lafayette Street.
Dye Products and Chemical Company, Incorporated, 200 Fifth Avenue.
Eastern Potash Corporation, 342 Madison Avenue.
Eastman Kodak Company, 235 West 23rd Street.
Eclipse Light Company, 583 Broadway.

MANUFACTURERS URGE AMERICAN VALUATION

Electro Bleaching Gas Company, 18 East 41st Street.
Elektra Toy and Novelty Company, Incorporated, 400 Lafayette Street.
Engel, Hess and Company, 43 West 36th Street.
Robert Findlay Manufacturing Company, Incorporated, 224 Fifth Avenue.
Fleischaker and Baum, 45 Greene Street.
Fogelman Brothers and Hirsch, Incorporated, 42 West 36th Street.
I. P. Frink, Incorporated, 239 Tenth Avenue.
Robert Gair Company, 350 Madison Avenue.
General Acoustic Company, 220 West 42nd Street.
General Carbonic Company, 542 Fifth Avenue.
General Chemical Company, 25 Broad Street.
General Electric Company, 120 Broadway.
Grasselli Chemical Company, The, 347 Madison Avenue.
*W. C. Gray, 68 Devonshire Street, Boston.
Wm. S. Gray and Company, 30 Maiden Lane.
Heller and Mers Company, Wilson Avenue, Newark.
Hayden Chemical Company of America, Incorporated, 135 William Street.
Hildreth Varnish Company, Incorporated, 90 West Street.
R. Hoe and Company, 504 Grand Street.
Hogan and Son, 373 Pearl Street.
Holyoke Company, The, 621 Broadway.
E. I. Horsman and Aetna Doll Company, Incorporated, 15 Union Square.
A. E. Hull Pottery Company, The, 200 Fifth Avenue.
Henry Hyman and Company, Incorporated, 476 Broadway.
Ingersoll-Rand Company, 11 Broadway.
International Cable Directory Company, 15 West 37th Street.
Intertype Corporation, 50 Court Street, Brooklyn.
The Kalbfleisch Corporation, 31 Union Square, West.
Robert A. Keasbey Company, 445 West Street.
Keasbey and Mattison Company, Ambler, Pa. (217 Broadway).
D. Kisch Company, Incorporated, 105 Fifth Avenue.
E. B. Latham and Company, Incorporated, 550 Pearl Street.
Liberty Lace and Netting Works, 251 Fourth Avenue.
Lightoller Company, 569 Broadway.
Linde Air Products Company, 42nd Street Building.
Longman and Martinez, 54 Maiden Lane.
Manhattan Electrical Supply Company, Incorporated, 17 Park Place.
Massachusetts Bonding and Insurance Company, 140 William Street.
Millers Falls Company, 28 Warren Street.
Mitchell Vance Company, Incorporated, 507 West 24th Street.
Monsanto Chemical Works, St. Louis, Mo. (12 Platt Street).
Morse (Perley) and Company, 110 William Street.
National Aniline and Chemical Company, Incorporated, 31 Burling Slip.
National Enameling and Stamping Company, 413 Fifth Avenue.
New Haven Clock Company, 15 Maiden Lane.
New York Flower and Feather Company, 599 Broadway.
New York Rubber Company, Incorporated, 34 Reade Street.
F. J. Newcomb Manufacturing Company, 48 West 13th Street.
Pacific Novelty Company, 45 East 11th Street.
Pass and Seymour, Incorporated, 66 West Broadway.
Paterson Parchment Paper Company, Passaic.
The Peck, Stow and Wilcox Company, Southington, Conn. (46 West Broadway).
The Peters Cartridge Company, 60 Warren Street.
Pfeiffer Color Company, 99 John Street.
Piroxold Products Corporation, 200 Fifth Avenue.
L. Plaut and Company, 432 East 23d Street.
Powers - Weightman - Rosengarten Company, 145 Front Street.
Public Service Cup Company, 167 41st Street, Brooklyn.
Remington Arms-Union Metallic Cartridge Company, Incorporated, The, 233 Broadway.
Chas. Riegelman Company, Incorporated, 1333 Broadway.
John A. Roebling's Sons Company of New York, 117 Liberty Street.

Royal-Eastern Electrical Supply Company, 114 West 27th Street.
Rudich Scientific Apparatus Company, 37 West 20th Street.
Thomas Russell and Son, Incorporated, 461 Eighth Avenue.
Safety Insulated Wire and Cable Company, 114 Liberty Street.
G. and M. Sardi, 704 Broadway.
Savage Arms Corporation, 50 Church Street.
Leo Schlesinger and Company, 64 Wooster Street.
Scott Paper Company, Chester, Pa. (30 Church Street).
*Seekonk Lace Company, Pawtucket, R. I.
Sibley-Pitman Electric Corporation, 190 Sixth Avenue.
Shapiro and Aronson, Incorporated, 20 Warren Street.
Simonds Manufacturing Company, 90 West Broadway.
Stanley and Patterson, Hubert and West Streets.
W. N. Stevenson and Company, Incorporated, 35 Fifth Avenue.
*William Stoppard and Son, 1306 Broad Street, Providence.
S. Strock and Company, 315 Fourth Avenue.
James Thompson and Company, 112 Prince Street.
Thomson Meter Company, 100 Bridge Street, Brooklyn.
Union Bag and Paper Corporation, Woolworth Building.
U. S. Fidelity and Guaranty Company of Baltimore, Maryland, 47 Cedar Street.
Vernon Brothers and Company, 66 Duane Street.
Valentine and Company, 456 Fourth Avenue.
R. Wallace and Sons Manufacturing Company, Wallingford, Conn. (411 Fifth Avenue).
The White Tar Company, 4 Cliff Street.
Wilkes, Martin, Wilkes Company, 135 William Street.
Winchester Repeating Arms Company, 312 Broadway.
Wood and Nathan Company, 521 West 23d Street.
Woodside Sterling Company, 347 Fifth Avenue.
Westinghouse Electric and Manufacturing Company, 165 Broadway.
Zunino-Meehan Company, 627 Broadway.

* Not a member of The Merchants' Association

BUSINESS COURSES

School of Commerce, Accounts and Finance Begins New Term Downtown September 20

The Wall Street Division of the School of Commerce, Accounts and Finance of New York University has announced its courses for the fall term, beginning September 20. The School uses class rooms in the old Trinity School Building at 90 Trinity Place, and is open to both men and women who pass examinations in English and bookkeeping.

Details of the numerous courses, which include languages, finance, both domestic and foreign, economics, accounting, and various aspects of foreign trade, may be had upon application to the School of Commerce, Accounts and Finance of New York University.

"THE OIL SAND"

The Board of Commerce of Bradford, has begun the publication of a monthly organ entitled, "The Oil Sand."

RENEWS PROTEST AGAINST BEGGARS

**This Association Calls Attention
Once More to Complaints
Against Nuisance**

USE HUDSON TUBE ENTRANCES

Renewed protest against permitting beggars and peddlers to ply their vocation in the entrances to subway stations has been made by The Merchants' Association to the Hudson and Manhattan Railroad Company.

Letter of Protest

This protest was embodied in the following letter:

"At frequent intervals this Association has been in receipt of complaints from various sources as to the presence of beggars and peddlers in and upon the entrances to the various subway stations in Manhattan, including those operated by your company. Today we are in receipt of a specific complaint that beggars are soliciting at the entrance of your tubes at Sixth Avenue and Ninth Street.

An Offensive Nuisance

"These beggars and peddlers obstruct the free movement of pedestrians at certain hours of the day and at all times constitute an offensive nuisance. Their vocation is carried on in violation of the intent of the law, the purpose of which is to protect the public against the annoyance of solicitation by mendicants. The jurisdiction of the police in this regard is restricted to streets and public places, and as there appears to be some question as to whether or not the entrances to subways come under the definition of public places, police authority is not continuously exercised to abolish the nuisance complained of.

"There can, however, be no question as to the rights and duty of your company in respect to protecting the public against nuisances of this kind, and we respectfully request, therefore, that you issue such orders to your employees as will effect the removal and continually debar from your premises the class to which objection is made.

"Trusting that you will take prompt and effective measures to abolish these nuisances, we remain, etc."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

AGAINST COERCION IN SALE OF POLICE GAME TICKETS

In Letters to Police Commissioner Enright and the Mayor, This Association Protests Strong-Arm Methods to Compel Purchase of Tickets to Athletic Event

Strong protest has been made by The Merchants' Association against objectionable methods used by some members of the police force in selling tickets for the Field Day Games.

Complain of Pressure Used

This protest, with the grounds upon which it is based, was embodied in a letter addressed by President William Fellowes Morgan to Police Commissioner Richard E. Enright on August 19, as follows:

"At various times in the past, and particularly in connection with the sale of Field Day tickets, this Association received from a number of its members complaints as to the pressure brought to bear upon them by police officers to induce the purchase of such tickets. We have just received from one of our members a letter of similar purport, which indicates that the objectionable methods hitherto complained of are again in use by at least some members of the police force. We quote as follows from our correspondent's letter:

"Allow me to bring to your attention the fact that the police are engaged in selling Field Day tickets again. The selling of these tickets is a nuisance to the public, and must interfere with the work these men are supposed to do.

"On Saturday and Sunday, the men stationed on Central Avenue, at the entrance of Woodlawn Cemetery, held up every car they could—actually stopped them—and did their best to force purchase of tickets. Every traffic officer has a bunch of tickets in his hand, and invites purchase from automobilists. An officer waited twenty minutes at my home door, and tackled me when I came down to take my automobile. Last year the captain of the precinct in which I live sent men to my house several times, and finally a sergeant came with a letter from the captain practically demanding that I buy fifty tickets. He was so insistent that I finally took twenty—and all told I had to buy last year more than 100.

"Such conditions are unwarranted, and no individual can afford

to take action. I urge that your organization can and should, and I hope you will at once."

Objects to Coercion

"While this Association highly approves of the very worthy purpose to which is applied the fund realized by the sale of Field Day tickets, we must nevertheless point out, as we have on former occasions, the serious objections to solicitation of the public by police officers for any purpose, however worthy. While no doubt the great majority of the police force will make such solicitation in a proper and courteous manner, devoid of all offense, it is nevertheless true that a considerable number will give their requests the form of demands, and sometimes even of threats. It is unquestionable that many purchasers of tickets buy them with the feeling of coercion, and in the belief that failure to buy may render them subject to petty police persecution in various forms.

Methods Should Be Safeguarded

"No doubt this feeling is unwarranted, but nevertheless it is held by many, and seems to afford a sufficient reason why the sale of tickets through the direct solicitation of police officers should either be prohibited entirely or very carefully safeguarded.

"We bring the matter to your attention in the confident expectation that you will take such steps as may be necessary to protect citizens against the annoying conditions indicated by the letter which we have quoted above.

"We are sending Mayor Hylan a copy of this letter for his information."

Letter to the Mayor

A copy of the communication was sent to Mayor Hylan with the following letter of transmittal:

"For your information we are sending herewith copy of a letter addressed by us to Police Commissioner Enright protesting against the manner in which some members of the police force are soliciting citizens to buy tickets to the Field Day games.

"It is obvious that in some cases the official station of police officers may readily be abused, and that in the case of insistent solicitation citizens may feel it impolitic to refuse to respond to de-

mands made upon them by a uniformed officer. The reasons are obvious, and we trust you will see that proper steps are taken to prevent any further abuse of the nature indicated by our correspondent's letter, a copy of which is embodied in our letter to the Police Commissioner."

Commissioner Enright's Reply

In responding to this letter, Commissioner Enright wrote to President Morgan as follows:

"Replying to your letter of the 18th instant, I have to inform you that members of this department have been directed to refrain from any unnecessary interference with traffic and from any form of annoyance or coercion in connection with the sale of tickets for the Police Field Day Games, and I believe they are generally observing these instructions.

"Of course, in such a large organization there may be a very few individuals who, through overzealousness or lack of attention to orders, may overstep the bounds of propriety, but whenever a complaint of this nature is received appropriate action will be taken.

Have Been Criticised Before

"The Police Department during the past three or four years has supported the Liberty Loan and other War Charity Campaigns, and they have even been criticised in some quarters for their efforts in behalf of these patriotic enterprises.

"The proceeds of the Police Field Day Games are used to afford relief to widows and orphans of members of the department who are not entitled to a pension under the law, as well as to afford relief to members of the department who, through no fault of their own, are in distress. This fund will soon be large enough to provide sufficient revenue to meet all expenses.

Scarcely Any Complaint

"I am sure the members of this department have no desire to sell tickets to any person who is not willing and glad to support the very worthy departmental charity to which the proceeds of the Police Field Day Games are devoted, and during the last seven years there has been scarcely any complaint upon the part of the public re-

BULLDOZING FORBIDDEN DECLARES MR. ENRIGHT

garding the manner in which the sale of tickets has been conducted.

Games Provide Great Spectacle

"These games are a great stimulus to athletics in the Police Department, and for this reason alone the enterprise deserves to be promoted. Furthermore, the games are a great public spectacle, attended by more than one hundred thousand people each day, who are not only provided with a day of superlative entertainment, but they are also afforded an opportunity to see the stuff that the department is made of, all of which is bound to create a legitimate civic pride in and esteem for the department.

"The department has a legion of friends who are greatly interested in these annual events, and who volunteer their support and services in promoting the games and selling and purchasing tickets."

SUSPENSION COMMENDED

This Association Writes Regarding Detective Charged With Brutality

The Merchants' Association commended the action of Police Commissioner Richard E. Enright in suspending Acting Detective Sergeant Charles F. Tighe, who was accused of roughly treating some forty men, women and children in conducting a raid upon a place suspected of being a resort for gamblers.

The letter to Commissioner Enright was signed by Mr. S. C. Mead, Secretary of The Association, and read as follows:

"We have followed with much interest and considerable concern the newspaper accounts of the case of Acting Detective Sergeant Charles F. Tighe. In view of the disclosures in this case we feel that your prompt action in suspending this officer and ordering charges of conduct unbecoming an officer to be preferred against him is worthy of commendation.

"It is our sincere hope that the investigation of his case at the hands of your Department will vigorously be followed to a definite conclusion, so that if the officer is guilty of the charges against him an adequate penalty will be imposed. Such action undoubtedly will serve as an efficient deterrent of similar practices in the future."

URGES RELIEF FOR CHINA CONCERNS

This Association Favors Legislation for Companies to Promote Far East Trade

ARE NOW UNDER HANDICAP

Advocacy of the bill now pending in Congress to provide for the incorporation of American companies doing business in China is embodied in a letter addressed by The Merchants' Association to all members of the Judiciary Committee of the United States Senate before which the measure is pending.

Reasons for Favorable Action

This letter gives the reasons for favorable action upon the bill as follows:

"The Merchants' Association of New York desires to be recorded in support of H. R. 4810, a bill to authorize the incorporation of companies to promote trade in China, which is now being considered by the Senate Judiciary Committee. This position has been taken after a thorough study of the factors affecting the development and maintenance of American commerce in China, with the result that it is our belief that unless American firms are permitted to incorporate under Federal provisions it will be difficult, if not impossible, for them to meet the competition of nationals of other countries whose interests are more securely guarded by the laws of their home countries.

Established Organizations Jeopardized

"You are doubtless aware that in the past certain American firms gained the desired protection through incorporation or organization under the protection of a foreign country, usually Great Britain. That protection is no longer possible, with the result that the future of established American organizations in China is jeopardized.

"A large number of members of The Merchants' Association of New York doing business in China are directly and gravely affected, and the sentiment of such firms is uniformly in favor of the legislation.

Urges Tax Exemption

"We understand that the Senate Judiciary Committee plans to divide H. R. 4810 into two parts, reporting promptly and favorably those sections of the bill which authorize the Federal incorporation of companies trading in China, but

withholding for further consideration, possibly in connection with forthcoming tax legislation, Section 24 of the bill, which provides tax exemption for foreign branches of American trading houses on income derived solely within the foreign country.

"The Merchants' Association of New York is in favor of the tax exemption proposed in the original measure, irrespective of whether it is enacted as a part of H. R. 4810 or as a part of later legislation."

Senator Calder for the Bill

Similar letters were sent to Senator James W. Wadsworth, Jr., and to Senator William M. Calder. In acknowledging the receipt of the communication addressed to him, Senator Wadsworth promised to give his best consideration to the measure when it reaches the Senate. Senator Calder wrote as follows:

"Your communication of recent date, concerning H. R. 4810, a bill to authorize the incorporation of companies to promote trade in China. I am in favor of this legislation, and will be glad to vote for it when the bill is reached for consideration in the Senate."

HUNDRED BILLION WORLD TRADE

The 1920 figures of world trade, says a statement by The National City Bank of New York, are based upon the published trade reports of about twenty principal countries whose international commerce ordinarily forms about two-thirds that of the entire world, and adding to the official total of these twenty countries an estimate for the others based upon their latest official returns. It seems apparent that the face valuation of the merchandise forming the imports and exports of all countries in 1920 will approximate \$100,000,000,000 against \$63,000,000,000 in 1918, \$40,000,000,000 in 1913, \$20,000,000,000 in 1900 and \$10,000,000,000 in 1870, when the United States "took off its coat" and entered seriously into world trade. In that year, 1870, our international trade was about 8 per cent of that of the entire world, in 1913 approximately 11 per cent, in 1918, the closing year of the war, about 14 per cent, and in 1920 again about 14 per cent, though, as above indicated, the figure of world trade in 1920 includes estimates for certain minor countries for which official figures are not yet available.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

CHEMISTS BEGIN ANNUAL MEETINGS

American Chemical Society Convenes Tomorrow and Exposition Occupies Next Week

CONVENTIONS IN THIS CITY

The Seventh National Exposition of Chemical Industries will be held on September 12-17 in the Eighth Coast Artillery Armory at Jerome Avenue and Kingsbridge Road. It will contain exhibits from the American Ceramic Society, the Magnesia Association of America, the National Lime Association, the Talc and Soapstone Producers' Association and the National Research Council.

Other Chemical Meetings

The American Chemical Society will meet tomorrow, September 6, and remain in session until September 16.

The Society of Chemical Industry will hold its international meeting on September 7-17. Simultaneously meetings of the Canadian and New York Sections will be held.

During the week of September 12 the American Institute of Chemical Engineers will hold a meeting and banquet. It is expected that about 4,000 visitors will come to the City to attend the various meetings, and that 50,000 chemical experts will visit the City during the two weeks of the meetings and the exhibits.

Foreign Delegations

A delegation from England will be headed by Sir William J. Pope. Delegations will come from Canada, France, Belgium, Switzerland and several South American countries. The English and Canadian representation will be especially large because chemical meetings were held in Canada late last month and the delegates decided to come to this City in a body.

There will be at least 400 exhibits in the Exposition. Dyes will hold a prominent place among them, and several methods of treating leather, stoneware, glassware and cotton and silk fabrics will be shown. The meeting will include many addresses, and a moving picture program for each evening.

Welcome by Governor Miller

Governor Miller will welcome the Canadian visitors at Niagara Falls today, including the delegates from the British Society of Chemical Industry.

Among the prominent speakers during the meetings will be Dr. Louis A. Jordan, Chevalier of the Crown of Italy, Dr. Frederick Williams Atack, Dr. Andrew McWilliams, a well known British steel metallurgist, and Dr. Andrew Smith, explosives engineer.

The British visitors will cross the border in automobiles and will be welcomed by Governor Miller and a reception committee headed by Mr. S. R. Church, Chairman of the American Section of the Society of Chemical Industries.

American Chemical Society

A program has been arranged for the meeting of the American Chemical Society, registration for which will begin tomorrow at the Chemists' Club, 52 East Forty-first Street. The general meeting will begin on Wednesday at 10 A. M. in Columbia University and at twelve o'clock on that day a luncheon to the British and Canadian visitors will be given.

A joint meeting of the American Chemical Society and the Society of Chemical Industry of Great Britain will be held at four o'clock on Thursday, and this will be followed by a banquet in the evening at the Waldorf-Astoria. The various divisional and sectional meetings will be held in Columbia University.

New Theatrical Body

This Association Aided in Creating International Association

As a result of the convention of theater owners and producing managers which was recently held in this City, the International Theatrical Association, Incorporated, has been formed, with Mr. Walter Vincent, President, and Mr. W. H. Rapley, Vice-President, Mr. Alfred E. Aarons, Secretary, and Mr. Winthrop Ames, Treasurer.

The Merchants' Association, through its Convention Bureau, was active in aiding the creation of the new organization. The International Theatrical Association aims to include everybody interested, from coast to coast, or something over 3,000 theatrical men.

GIFTS TO THE LIBRARY

Gifts of 72,948 volumes and 60,950 pamphlets were made to the New York Public Library last year.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

CONVENTIONS HERE DURING SEPTEMBER

Convention Bureau of This Association Makes Public the List For the First Fall Month

ELECTRICAL SHOW IS COMING

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of September:

American Chemical Society—September 6-10.

American Peat Society—September 7-9.

International Meeting, Society of the Chemical Industry, September 7-17.

National Exposition of Chemical Industries—September 12-17.

National Cotton Exposition—September 12-17.

United Textile Workers of America—September 12-17.

Knights of St. John and Malta, Chapter General—September 13.

American Institute of Chemical Engineers—September 14.

National Industrial Conference Board—September 15.

American Ceramic Society—September 16.

National Knitted Outerwear Association—September 16-17.

National Association of Waste Material Dealers—September 21 or 22.

International Congress of Eugenics—September 22-28.

National Elevating Truck Manufacturers' Association—September 24.

Eastern Automotive Equipment Association—September 26.

Independent Order of Daughters of St. George, Grand Lodge—September 27-29.

National Automobile Underwriters' Conference—September 27.

American Dahlia Society—September 28.

Electrical Show—September 28-October 8.

Eastern Association of Car Service Officers—September 29.

RAW COTTON EXPORTS

The United States in 1920 exported raw cotton valued at \$1,136,408,000, which was almost exactly double the value of the wheat shipped.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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JAMES GILBERT WHITE, Second Vice-Pres.
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HUGH LYNCH, Assistant to the Secretary.
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W. H. CONNELL, Asst. Mgr. Traffic Bureau.
ROBERT H. FULLER, Publicity Manager.
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THE POST OFFICE BUILDING EYE-SORE SHOULD BE REMOVED FROM CITY HALL PARK

Removal of the old Post Office and Federal Court building from the southern end of City Hall Park was strongly advocated by The Merchants' Association before the outbreak of the war, and The Association is now glad to join other commercial organizations in renewing this campaign.

The old Post Office building has been aptly termed an architectural monstrosity.

From the efficiency point of view it is a disgrace to the Post Office Department.

It is dangerous to the health of its occupants because it was so constructed that adequate ventilation by any known plan has proved impossible.

The sums which it is necessary to spend from year to year for repairs to the aged building would go far toward paying the interest on an investment for a new Federal Court House and a new branch Post Office.

It is thus seen that both economy and efficiency dictate the abandonment of the old building and the construction of other quarters.

When the City authorized the use of a portion of City Hall Park in 1866 for the Post Office, conditions were very different from what they are now. There was then plenty of elbow room and breathing space. The population had not occupied every available inch of space on Manhattan Island as it has today. The restoration of the park to the City would be a boon of incalculable value to the hundreds of thousands who live in the lower districts of Manhattan.

BUSINESS AND FEDERAL TAXATION

The result of the referendum taken by the Chamber of Commerce of the United States upon forms of Federal taxation will be found on other pages of this issue of "Greater New York." Taken with a previous Chamber of Commerce referendum on Federal taxation, the vote cast on the various proposals submitted gives a clear idea of

the wishes of business with regard to the revision of the Federal tax laws.

The National Chamber of Commerce furnishes an interesting statement of the proposals favored by business which are included in the Fordney bill, and the proposals which are not included in the bill. The most important proposal that the bill includes provides for the repeal of the Excess Profits Tax, and the most important proposal that the bill does not include favors a tax on all turnovers to supply the deficit caused by the various taxes repealed.

The vote cast by The Merchants' Association in the referendum agrees with the total vote received by the Chamber of Commerce of the United States in every particular excepting that The Merchants' Association favors a tax on turnovers on goods, wares and merchandise, provided that will supply a sufficient amount of revenue, rather than a tax on all turnovers.

Strong efforts will be made to bring about the adoption of the full program advocated by the business interests of the country. If this fails, the revision at any rate will furnish an important measure of relief by the repeal of the Excess Profits Tax.

NEW YORK'S POPULATION

The population of New York State, according to the final census figures, is 10,385,227, an increase of 14 per cent in the ten years between 1910 and 1920.

The State contains 5,197,877 females, an increase of 14.8 per cent during the decade, and 5,187,350 males, an increase of 13.1 per cent.

The census enumerators, dividing the State's population by color, found 10,172,087 whites, 198,423 negroes, 5,503 Indians, 5,573 Chinese, 2,686 Japanese and 735 others. The whites increased 13.4 per cent, while the negroes increased 47.9 per cent. The foreign-born white population numbered 2,786,172 in 1920, as against 2,729,272 in 1910.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Business Favors Turnover Tax on All Sales

National Chamber of Commerce Announces the Result of Its Referendum on Forms of Federal Taxation—Where the Tax Revision Bill Agrees and Where It Disagrees With the Preferences of the Business Community

The Chamber of Commerce of the United States has announced the result of its referendum on forms of Federal taxation.

Test Made by This Association

Before casting its ten votes upon this referendum, The Merchants' Association tested the sentiment of its members by sending out a postal card ballot to each of them. The result of this test was as follows:

Total ballots returned.....	591
Imperfect ballots, not counted....	18
Total ballots counted.....	573
1. For repeal of the Excess Profits Tax	459
2. For retention of the War Taxes on Business, including increase of the income tax on corporations	38
3. For repeal of the War Taxes on Business and the substitution of a Sales Tax at a low rate on all business transactions, to replace revenue lost by repeal and shrinkage.....	359

Form of Sales Tax

4. For a tax on Retail Sales only	119
5. For a Sales Tax on each turnover of goods, wares and merchandise only.....	118
6. For a Sales Tax on all Turnovers (this would include all transfers of property of every kind)	187

Results of the Referendum

The proposals contained in the referendum, with a total vote cast upon each, and the action taken by The Merchants' Association upon each, are as follows:

I

Repeals of Taxes

Do you favor repeal also of War Excise Taxes levied in relation to Particular Business (except transportation and communication)?

In favor, 1247

Opposed, 506

The Merchants' Association voted in favor of this proposition.

II

Do you favor repeal of War Excise Taxes upon Transportation and

Communication in addition to repeal of the Excess-Profits Tax?

In favor, 1470½

Opposed, 290½

The Merchants' Association voted in favor of this proposition.

Substitute Taxes

A

If you favor this repeal alone, do you favor replacing this revenue of \$450,000,000 by

Use of increased income tax on corporations?

In favor, 56

or

use of a sales tax?

In favor, 116

The Merchants' Association cast its vote in favor of the use of a sales tax.

B

If you have voted in favor of repeal of War Excise Taxes levied in relation to Particular Businesses do you favor replacing the revenues of \$850,000,000 by

Use of a sales tax in addition to increased income tax on corporations?

In favor, 34

or

Use of a sales tax to bring in the whole amount?

In favor, 977

The Merchants' Association voted in favor of the use of a sales tax to bring in the whole amount.

C

If you have voted in favor of repeal of War Excise Taxes on Transportation and Communication, do you favor replacing the revenues of \$800,000,000 by

Use of a sales tax in addition to increased income tax on corporations?

In favor, 88

or

Use of a sales tax to bring in the whole amount?

In favor, 1114½

The Merchants' Association voted in favor of the use of a sales tax to bring in the whole amount.

D

If you have voted in favor of repeal of War Excise Taxes levied in relation to Particular Businesses and also in favor of repeal of War Excise Taxes on Transportation and Communication, do you favor replacing the revenues of \$1,200,000,000 by

Use of a sales tax in addition to increased income tax on corporations?

In favor, 49

or

Use of a sales tax to bring in the whole amount?

In favor, 1060½

The Merchants' Association voted in favor of the use of a sales tax to bring in the whole amount.

Forms of Sales Taxes

(a)

If you have voted for use of a Sales Tax, do you favor

Use of a tax on Retail Sales of Merchandise only?

In favor, 373½

or

Use of a sales tax on Turnovers to bring in the whole amount?

In favor, 1176

The Merchants' Association voted in favor of a sales tax on turnovers to bring in the whole amount.

(b)

If you have voted for use of a Turnover Tax, do you favor using a Turnover Tax

On goods, wares, and merchandise?

In favor, 356

or

On all turnovers

In favor, 826½

The Merchants' Association voted in favor of a sales tax on goods, wares and merchandise, with the understanding that if a tax of approximately one-half of 1 per cent on all turnovers of goods, wares and merchandise will not raise the required revenue, then this Asso-

BUSINESS OPINION ON FEDERAL TAX CHANGES

ciation favors a tax on all turnovers, which is the alternative proposition under "b" under "Forms of Sales Taxes."

Proposals Embodied in Fordney Bill

In a circular letter to its members, The Chamber of Commerce of the United States says:

"Of these points which we advocate through the vote of our membership, the following are included in the Fordney bill:

"(1) Repeal of excess profits tax, and only as of January 1, 1921.

"(2) Repeal of war excise taxes on transportation.

"(3) Repeal of war excise taxes in relation to some businesses. The repeal made in the bill is very limited, extending only to a few of the taxes, whereas the Chamber asks repeal of all.

"(4) Net losses in any taxable year will cause credits in the two succeeding years,—a partial adoption of the principle the Chamber recommends.

"(5) An exchange of property of a like or similar nature will be considered merely as a replacement.

"(6) We advocated that gains realized through the sale of capital assets should be subject to lower rates than income received through business or other current activities. Under the law, individuals are to report separately their ordinary net income and their capital net gain, and when the two exceed \$32,000, taxes on the former are to be paid at the rates of individual's income, but on the latter are to be taxed 15 per cent; or in the event of capital net losses, are to have a deduction of 15 per cent of the loss.

"(7) We advocated that American residents abroad should be exempt from American taxes upon income derived abroad and not remitted to the United States. Under the new bill, American citizens and domestic corporations that, in the three years ended with the taxable year, obtain less than 20 per cent of their gross income from sources in the United States are subject to taxes only upon their income derived from the United States.

Proposals Omitted from Fordney Bill

"The Fordney bill did not meet the policy of the Chamber of Commerce of the United States upon the following points:

"(1) January 1, 1921, as date for repeal of excess profits tax.

"(2) Repeal of war excise taxes levied in relation to communication.

"(3) Repeal of all war excise taxes

levied in relation to particular businesses.

"(4) A tax on all turnovers to bring in such revenues lost through the repeals as the government's necessities require.

"(5) Decentralization of administration of income taxation.

"(6) Ascertainment by the government of any taxes based on income before it is payable.

"(7) A court or courts of tax appeals, entirely separate and independent of the Treasury Department.

"(8) Income from any new issues of securities which may lawfully be made subject to Federal tax should be taxable."

—o—

THE PORT OF NEW YORK DISTRICT Public Works

The recent creation of the Port of New York, including the City of New York and the industrial district in the northern part of New Jersey in a single unit covered by the Port of New York Authority provided by a compact between the States of New York and New Jersey, and unanimously indorsed by vote of Congress, is a very important factor for the best and most rapid development of commercial and industrial interests that affect not only the business and prosperity of the great metropolitan center, but include more than half of the total foreign commerce of the United States, that amount passing through the port of New York alone.

The district, with its population of 8,000,000, its vast liquid and invested capital, and enormous commercial, industrial and transportation interests, has almost unlimited resources and opportunities dependent upon very unbalanced conditions due to the tremendous congestion in some portions of the territory that are offset by the potential opportunities for development of large areas of unoccupied land and waterfront capable of being developed under broad and well-digested plans for a co-ordination of great business that without question might exceed in value and importance that of any other center in the world, and that would demand and justify many millions of dollars' worth of construction a year.

In the fiscal year ending August 1, 1914, the last normal year before the war, 76,000,000 tons of freight moved through the port by rail and 45,000,000 tons by water. A substantial percentage of this consisted of perishable food-stuffs, which had to be delivered promptly.

URGES PAYMENT TO THE RAILROADS

This Association Favors Legislation to Release \$500,000,000 Deposited for Equipment

WOULD SETTLE CLEAR CLAIMS

The Merchants' Association on August 22 sent a telegram to Senator Charles E. Townsend urging the prompt passage by Congress of Senator Townsend's bill, authorizing the Railroad Administration to turn over to the War Finance Corporation the securities which the railroads had deposited for equipment, the corporation to be authorized to sell the securities or purchase them itself at prices not below the amount originally permitted by the Railroad Administration.

It is figured that in this way funds to the amount of \$500,000,000 will be available, which would go to settle the undisputed claims of the railroads, which it is estimated reach that amount.

Mr. Morgan's Telegram

The telegram, which was signed by President William Fellowes Morgan on behalf of The Association, reads as follows:

"We urge the prompt approval by Congress of your bill, S. 2335, whose purpose is to make immediately available funds for pressingly needed railroad betterment. The result of aiding railroad credit in the manner proposed will be the immediate investment of approximately five hundred million dollars in the purchase of supplies necessary for the operation and extension of railroad properties and consequent resumption of activity in a wide range of fundamental industries.

Would Promote Employment

"In addition to the reemployment of a large number of mechanics and workmen now idle, a very much needed stimulus to business generally will result from the resumed activities of numerous manufacturing plants. We believe that your measure, already favorably reported by the Senate Committee on Interstate Commerce, will be an exceedingly valuable aid to the resumption of business prosperity."

A telegram was also sent to the Chairman of the Interstate Commerce Commission.

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Special "binders" or "covers" for "Greater New York" may be had for sixty-five cents.

WOULD HASTEN END OF PROFITS TAX

**This Association Asks for Repeal
of Vexatious Impost as of
January 1, 1921**

DELAYS FOUND DETRIMENTAL

The Merchants' Association on August 18 sent telegrams to the Hon. J. W. Fordney, Chairman of the House Ways and Means Committee; to the Hon. Boies Penrose, Chairman of the Senate Finance Committee; and to Senators Wadsworth and Calder, urging that the repeal of the excess profits tax be made effective as of January 1 of this year instead of next year, as proposed by the House Ways and Means Committee.

Mr. Morgan's Telegram

The telegram, which was signed by President William Fellowes Morgan, on behalf of The Association, reads as follows:

"We urge that repeal of excess profits tax be made effective as of January 1 of this year instead of next year, as proposed by the House Ways and Means Committee. This tax is extremely detrimental to business, results in serious discrimination between competing firms, is very difficult of administration, and imposes upon all corporations a great burden of cost for expert legal and accounting services.

"The entire business community has long urgently demanded a simplification of our taxing system, and especially that other and more simple methods be substituted for the excess profits tax.

Long Delay Detrimental

"The Treasury Department is already several years behind in auditing and finally adjusting the returns of excess profits taxes, thereby subjecting the business world to long continued uncertainty as to the final amount of their tax obligations. This delay and uncertainty is extremely harassing and very detrimental to business interests. In our opinion, an end should be put to these conditions at the earliest possible moment.

"We urge that the repeal date from the beginning of this year."

Mr. Fordney's Reply

In replying to this communication, Representative Fordney wrote, under date of August 19, as follows:

"I have your telegram of August 18, with reference to the excess profits tax.

"I believe, and urged that the repeal should be effective as of January 1, 1921, and the Committee had so agreed to report it. However, the caucus decided otherwise."

HAS SUGGESTIONS FOR CENSUS SCOPE

**Federal Director Thanks This Association for Assistance Given
Regarding Summaries**

NEARLY ALL ARE ADOPTED

Through its Industrial Bureau, The Merchants' Association recently submitted a number of suggestions to the Census Bureau in connection with the publication of a new periodical entitled "Survey of Current Business," a compilation of commercial and industrial statistics for the use of manufacturers and business men.

Helpful and Constructive

In acknowledging the value of these suggestions, Mr. W. M. Stewart, Director of the Census, wrote as follows:

"I am in receipt of your letter of August 2, and wish to thank you very much for the many helpful and constructive suggestions which it contains.

"We are planning to send out this first issue of the Survey of Current Business to a rather limited list of people, with the hope that we may obtain still further suggestions which will assist us in preparing a real survey of the current situation.

Suggestions Adopted

"I am very much obliged indeed for the suggestions on new tables. Your first one, regarding population changes, falls rather outside the scope of the bulletin as we had planned it. We have, so far, limited the materials to items which are being collected currently, either monthly or quarterly. Of course, population figures appear only at very infrequent intervals, and we have thought that this material belonged rather in a year book or statistical abstract, although, no doubt, it would be useful to have it in connection with the other figures. The question of the number of immigrants and emigrants to and from the United States is of importance, and we will do our best to include such figures. I am in hopes that we can utilize all of your other suggestions.

"In the matter of retail trade, we have been in touch with the national retail associations, and I am in hopes that we can supplement the present Federal Reserve Board figures with some that will show the trend of trade in certain large departments, such as clothing, shoes, piece goods, etc. The matter of interest and export tables we already have under consideration.

"I am also much obliged for your suggestion regarding a summary table showing the most significant numbers. We have discussed this matter, and I am particularly glad to have your tentative list, which I think we can use as a basis. We are also planning to use some graphs, I hope, in the next issue. The first number, of which you have a proof copy, was prepared rather hurriedly, and we did not have time to put it into the shape which we hope to reach finally.

"I should be very glad of any other suggestions which may occur to you, particularly after you have received the complete copy. If you have any criticisms on the items contained in the various tables, we would appreciate your views on that as well."

FOREIGN BORN POPULATION

The foreign born population listed by country of nativity is announced by the Census Bureau as follows:

England, 812,414; Scotland, 254,482; Wales, 67,071; Ireland, 1,035,680; Norway, 363,599; Sweden, 624,759; Denmark, 189,051; Belgium, 62,648; France, including Alsace-Lorraine, 152,792; Luxemburg, 12,539; Netherlands, 131,262; Switzerland, 118,647; Germany, 1,683,298; Poland, 1,139,578; Austria, 574,959; Hungary, 397,081; Czechoslovakia, 359,285; Yugoslavia, 173,063; Ruthenia, 3,100; Russia, 1,398,999; Finland, 149,671; Lithuania, 135,139; Portugal, 67,850; Spain, 49,232; Italy, 1,607,458; Greece, 175,701; Bulgaria, 10,486; Rumania, 103,007; Turkey, in Europe, 5,315; other Europe, 11,541; Asia, 110,586; Africa, 5,250; Australia, 10,885; Canada, French, 307,681; Canada, other, 809,455; Newfoundland, 13,233; Cuba and other West Indies except Porto Rico, 38,024; Mexico, 476,676; Central America, 4,032; South America, 16,838; Atlantic Islands, 39,003; Pacific Islands, 3,629; at sea, 5,275, and country not specified, 3,657.

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URGES ADEQUATE PROVISION FOR AMERICANIZATION

This Association Writes to the City Board of Education, Which Gives Assurance that the Appropriation for the Coming School Year Will Be Greater than Last Year

The Merchants' Association has addressed a letter to the President of the Board of Education and to the members of the Budget Committee of the Board, urging that the facilities already available for teaching English, Civics, and other subjects to the foreign born should be enlarged and improved.

Facilities Deficient

The Association pointed out that last year many thousands of persons were unable to enter night school classes because there were not enough teachers to instruct them. It believes that the coming year will see an increase in the number of such applicants.

The letter, which was signed on behalf of The Association by President William Fellowes Morgan, reads as follows:

"The Merchants' Association of New York, which comprises in its membership the largest employers of immigrant labor in New York City, is particularly interested in the problem of providing proper educational facilities for such workers, so that those who wish to prepare themselves for citizenship or a more intelligent participation in civic affairs may have adequate opportunity to do so.

Urges Enlargement of Curriculum

"To attain this end it seems desirable, first, that the facilities already available for teaching English, Civics, and other subjects to the foreign born should be enlarged and improved. The public night schools undoubtedly offer the best opportunities for study to the largest number of our foreign born, but last year many thousands of persons were unable to enter night school classes because there were not enough teachers to instruct them. The coming year will doubtless see an increase in the number of such applicants, and it seems to us particularly desirable that the capacity of our night schools be increased so that all registrants may be provided for, and adequately taught in classes which, if possible, shall not exceed twenty.

"May we urge you, therefore, in preparing the budget of New York's schools for the coming year to bear in mind the peculiar need of our foreign-born adults for night school education, and seriously to consider the question of

increasing the appropriation for night school work in New York City?"

Appropriation Larger This Year

In response to this letter, Mr. Anning S. Prall, President of the Board of Education, wrote to Mr. Morgan as follows:

"Your communication of August 19 received, and in reply thereto I beg to advise you that the Board of Education has approved the recommendation of the Budget Committee for a substantial increase in the appropriation for the instruction of foreigners.

"The total general increase for evening elementary schools is \$32,965.40. The specific appropriation in the tentative budget for 1922 for the instruction of foreigners in English and Civics is approximately \$108,000 over the allotment made in the 1921 budget."

Will Instruct 30,000

Commissioner H. B. Chambers sent the following letter:

"I am in receipt of your kind letter of the 19th instant, with reference to teaching English and other subjects to the foreign born, and in response thereto beg to state that we have not overlooked the importance of this subject, but on the contrary have in the face of falling prices increased the appropriation, and will be in a position to take care of 30,000 students during the coming year."

Mr. Somers Says Provision Will Be Made

Mr. A. S. Somers, in reply to Mr. Morgan's letter, said:

"I am very sorry that there has been so much agitation regarding the alleged attitude of the Board of Education with respect to the work in the evening schools. Whoever is responsible for the rumor that the Board of Education intended to curtail the opportunities afforded foreigners to become Americanized, I do not know, but I say to you unhesitatingly that the rumor is absolutely unfounded, as the Board has never at any time contemplated such a move. On the contrary, if our requests are granted by the Board of Estimate and Apportionment, more money will be spent on Evening Schools next year than last.

"I say to you frankly that I do not believe most efficient methods have been

in vogue, but I am confident, as a result of the inquiry made by the Budget Committee, this work will receive an impetus leading to far better results than ever before.

"I am very glad to hear from you, but very sorry indeed that there has been so much misunderstanding regarding the Board's attitude."

REPRESENTING NEW YORK

Evening Telegram

We must pause to compliment the divination and clear-sightedness of a young man from Sullivan, Ind., who has worked his way up from the ranks of the country lawyers of Hoosierdom to be Postmaster General of the United States—Will H. Hays.

It has devolved upon our juvenile-looking Postmaster General to select a committee of representative New Yorkers to advise and consult with him in the working out of that most vital of problems, the improvement of postal facilities in New York. This is the group he has selected:

Colonel Michael Friedsam, head of the firm of B. Altman & Co.

Clarence H. Kelsey, president of the Title Guarantee and Trust Company.

Darwin P. Kingsley, president of the New York State Chamber of Commerce.

William Fellowes Morgan, president of The Merchants' Association; and Ex-Governor Alfred E. Smith.

For each of these selections there is a cogent reason. Colonel Friedsam's concern does a stupendous mail-order business. Mr. Kelsey is a recognized expert on realty values in the greater city. Mr. Kingsley is perhaps as familiar with the commercial and economic needs of New York as any man in its borders. Mr. Morgan's touch with the interests which come to deal with the Post Office is direct, and the problems of street traffic and interurban transportation constitute the chosen vocation of ex-Governor Smith.

With such an array of "talent," as the impresarios put it, Mr. Hays' problem would seem to be auspiciously directed on the high road to solution.

MEAT PACKING ESTABLISHMENTS

There are 1,305 meat packing establishments in this country.

IMPORTANT MOVE TO RAISE AMERICAN ART STANDARDS

Art Center, Incorporated, Is Backed by the Most Important Organizations Concerned With the Practical Use of American Artistic Design

A movement to advance the decorative crafts and the industrial graphic arts of America has been launched by the Art Center, Incorporated, which includes the Art Alliance of America, the Art Directors' Club, the American Institute of Graphic Arts, the New York Society of Craftsmen, the Pictorial Photographers of America, the Society of Illustrators, and The Stowaways.

Officers and Directors

The officers of the Art Center are Mrs. Ripley Hitchcock, President, Mr. Charles Dana Gibson, Vice-President, Colonel Wade H. Hayes, Treasurer, and Mr. Heyworth Campbell, Secretary. The Board of Directors, in addition to the officers, includes: Mr. Walter L. Ehrich, Mr. Ray Greenleaf, Mrs. John Henry Hammond, Mr. Charles E. Pellew, Mr. W. Frank Purdy, Mr. Henry L. Sparks, Mr. Charles B. Upjohn and Mr. Clarence H. White.

The Advisory Committee of the Art Center, Incorporated, is as follows: Mr. John G. Agar, Mr. Welles Bosworth, Dr. John H. Finley, Mrs. E. H. Harriman, Mr. William H. Johns, Mr. Francis C. Jones, Mr. Otto H. Kahn, Mrs. Howard Mansfield, Mr. John Clyde Oswald, Mr. George A. Plimpton, Mrs. John T. Pratt, Mr. Charles Scribner, Jr., Mrs. Willard Straight, Mr. Louis Comfort Tiffany, Mr. Frank A. Vanderlip, The Hon. Henry White and Mrs. Harry Payne Whitney.

To Foster American Design

The Merchants' Association has always promoted the use of New York City's unrivaled art collections for the purpose of creating a distinctive American school of design in manufacture. The Art Alliance of America was formed to promote cooperation between artists, art students, artisans, publishers, manufacturers, advertisers and others, and thus to supply a link between art and commerce.

The Metropolitan Museum of Art has cooperated actively with the Art Alliance of America. An annual exhibit is held in the Museum of designs in textiles, furniture, art objects and the like, inspired by the collections in the Museum.

The Art Directors' Club, the American Institute of Graphic Arts and the

other organizations cooperating with the Art Center are similar in character.

Origin and Purpose of the Art Center

The Art Alliance of America appointed a committee in February, 1920, to formulate plans for an art center, and as a result the Art Center was incorporated on April 24, 1920. It aims to insure united action between societies devoted to the applied arts and handicrafts. Through general educational propaganda it hopes to foster and protect the artistic interests of the United States by the application of artistic designs to everyday life and to advance the decorative crafts and industries producing ornamental objects of every kind for use in the home. By this means it is hoped that a love of artistic objects will be created and artistic standards will be elevated.

Another object of the Art Center, Incorporated, is to advance all forms of reproductive illustration in magazines, books, or in the graphic arts relating to advertising and photography. It will create and institute all forms of educational efforts and exhibitions in cooperation with other organizations.

Will Acquire a Building

The present headquarters of the Art Center, Incorporated, are at 10 East Forty-seventh Street. It plans, however, to equip a building of its own at 65-67 East Forty-sixth Street, and for this purpose it is receiving subscriptions to debenture bonds. A total of more than \$120,000 has already been raised in this manner. The building will be devoted almost wholly to galleries and to studios in which societies and organizations working for the betterment of arts and industries in the United States may hold meetings.

American Market Flooded

The situation which it is designed to meet through cooperation between designers and producers is indicated by the fact that practically all American commercial designs are now brought from Europe. Recently thousands of industrial designs for wallpaper, textiles, jewelry, etc., have been imported from England, France and Germany. Foreign designers have always sold their work at rates lower than those charged by American designers and this disparity is emphasized at this time by the rate of exchange.

The American market is now reported to be flooded with all kinds of foreign designs which have been purchased cheaply abroad. American designers fear that they will be unable to compete with the supply of imported designs. Some of the larger established designers in this City have discharged their men and have made arrangements to import designs from France and Germany. A number of manufacturers have opened studios in Europe where they can produce designs more cheaply than they can here.

In discussing the objects of the Art Center, Incorporated, Mr. William Laurel Harris, Managing Director, says:

"Year after year our manufacturers have gone to Paris for designs because foreign design could always be worked out on machinery. As good or better drawings could be produced at home by our native artists if our earnest students were given a chance to acquire the absolutely necessary technical knowledge and experience. Consequently it is an urgent and patriotic duty for all to help in building up a really well founded textile art in our great Metropolis. To have the foundation of New York's greatest trade placed in foreign lands is politically dangerous and industrially unsound.

What Will Be Done

"A great variety of problems will be solved in this direction, all tending to the same result, that of making our artists the leaders of the world. The most immediate need seems to be that of suitable exhibitions of the ancient handicrafts and satisfactory showings of all these new forms of industrial art, the great masterpieces of modern mill craftsmanship, that are so characteristic of the twentieth century.

"Another means of helping artistic and industrial progress will be for the Art Center to foster the new and too frequently unrecognized arts that have grown up in modern times through the wonderful inventions and epoch-making discoveries of our scientists and scientific artists working on the borderland of science, trade and art.

Will Use Existing Agencies

"Another important work in hand is the dissemination of technical knowledge among the rising generation of our artists and designers. In this work the

IMPORTANT MOVEMENT FOR AMERICAN ART

Art Center, Incorporated, can count on the whole-hearted support of the leaders in our public school system who have charge of vocational training and in the active assistance of the teachers who have immediate charge of all technical training classes. It seems advisable that we should try by every means to foster and assist such agencies and forces as are already at work rather than to try to build up a vast and expensive system out of nothing. By following this policy we can have the good will of all art associations and business corporations as well as the practical aid of the Educational Department of New York City."

AMERICAN NEWSPAPERS

More than eleven and a quarter billion copies of daily newspapers are printed annually in the United States, averaging one copy a day for every 3 1-5 persons of the country's total population, statistics of the Bureau of Census show.

Circulation of the nation's 2,433 daily newspapers aggregated 32,735,937 copies a day, an increase of 13.8 per cent in the five years since 1914. The circulation of the 592 Sunday newspapers was 19,929,834 copies each Sunday during 1919, an increase of 14.9 per cent. The aggregate circulation of these daily and Sunday newspapers, therefore, was 11,279,559,316 copies, or 106.6 copies per capita for the year.

Total circulation of the country's 20,431 newspapers and periodicals aggregated 15,475,145,102 copies for the year, an increase of 7 per cent per issue in five years. That includes daily, Sunday, tri-weekly, semi-weekly, weekly, monthly, quarterly, and all other newspapers and periodicals.

The printing and publishing industry's products were valued in 1919 at \$1,528,856,503, of which newspapers and periodicals contributed \$808,066,035, and newspapers alone \$612,718,515, an increase of 116 per cent in five years.

Newspaper subscriptions and sales aggregated \$204,958,214, an increase of 105.9 per cent. Advertising totaled \$497,760,391, an increase of 121.5 per cent.

SAVINGS BANKS DEPOSITS

Savings banks deposits in New York State increased \$41,357,796 during the first three months of this year.

TIME FOR FILING CLAIMS EXTENDED

Railway Express Company Allows Applications for Loss to Be Made Within Six Months

FOUR MONTHS WAS OLD LIMIT

Prepared by the Traffic Bureau of The Merchants' Association

By Supplement 5 to Official Express Classification No. 27, effective September 10, 1919, the American Railway Express Company extends the period for filing claims for loss, damage or injury, from four months to six months after delivery of the property, or, in case of failure to make delivery, from four months and fifteen days to six months and fifteen days after date of shipment. This extension is provided in Section 8 of the Uniform Express Receipt.

Statutes of Limitation

The purpose of statutes of limitation is to facilitate the investigation of complaints and disputes while the facts surrounding the transactions involved are fresh in the minds of all concerned.

In announcing this extension of time for filing claims, the carrier states it has been made to meet present business conditions, particularly as regards credits, and states it is hoped that the change will not have a tendency to delay claim presentations.

Present Claims Promptly

The desirability of promptly presenting claims for loss, damage and injury to express shipments is apparent to most shippers and receivers by express.

The Traffic Bureau of The Merchants' Association joins with the carrier in urging that claims be presented promptly.

PANAMA CANAL TRAFFIC

A total of 11,599,214 tons of commercial cargo was carried through the Panama Canal during the last fiscal year, or 23½ per cent more than in any preceding year, while the tolls amounted to \$11,276,890, or 32½ per cent more than any preceding year, according to the "Panama Canal Record." In addition, Government vessels which passed through the canal tolls free, carried 453,769 tons of cargo.

American, British and Japanese vessels carried 84 per cent of the total commercial tonnage, the American amounting to 45 per cent, British to 32,

and Japanese 7 per cent. The total number of ships passing through the canal was 2,892, of which 1,212 were American, 970 British, 140 Norwegian, and 136 Japanese.

DECLINE IN FOREIGN TRADE

The decrease of more than \$3,000,000,000 in the value of the country's foreign trade during the last fiscal year was ascribed by the Commerce Department to the world-wide trade depression coming as an aftermath of the war. Lower prices rather than diminished quantities were to a great extent responsible for the decrease in exports, the department asserted in a statement reviewing the year's foreign commerce.

The total value of the foreign trade of the country dropped from \$13,347,000,000 in the fiscal year 1920 to \$10,171,000,000 in 1921, a decrease of 23.8 per cent. Imports dropped from \$5,238,000,000 in 1920 to \$3,654,000,000 in 1921, a loss of \$1,584,000,000, or 32.2 per cent, while exports amounting to \$8,109,000,000 in 1920, against \$6,516,000,000 in 1921, decreased \$1,593,000,000, or 19.6 per cent.

Aside from lower prices, other causes contributed to the small foreign trade totals. The department declared that the advantage enjoyed by this country during and after the war of being the only country able to supply the needs of the others has passed. Crops are now being raised on the battlefields of the devastated regions of Europe; the pressing needs of manufacturing industries abroad for raw materials has been filled, and the United States must now compete in the world markets with the other countries.

BRITISH CENSUS FIGURES

The population of England, Wales and Scotland is 42,767,530, as against 40,831,396 in 1911, representing an increase of 1,936,134, or 4.7 per cent. By countries the population is: England, 35,670,530; Wales, 2,206,712; Scotland, 4,882,288.

The census shows that there are 20,430,623 males and 22,336,907 females, an increase of 676,176 males and 1,259,958 females.

The population of the Indian Empire is 319,075,132, an increase of 1.2 per cent; of the Union of South Africa (Europeans only), 1,521,635, an increase of 19.2 per cent; of Australia, excluding full-blooded aborigines, 5,426,008, an increase of 21.8 per cent; and of New Zealand, excluding the Maoris, 1,218,270, an increase of 20.8 per cent.

ACTIVE IN PROMOTING AMERICAN FOREIGN TRADE

This Association, Through Its Foreign Trade Bureau, Is Working to Stimulate Commerce Between the United States and Other Countries—Some Fields of Endeavor

The Merchants' Association, through its Foreign Trade Bureau, is actively engaged in facilitating and promoting the foreign trade of the country.

Passports

The Association succeeded in obtaining an appropriation for the retention of the local passport office. It is favoring legislation making the local passport office permanent. A reduction in the charge for issuing and viséing passports to the amount formerly levied was urged on Congress.

Foreign Trading Zones

For many years and up until the present time The Association has advocated actively the establishment and operation of Foreign Trading Zones in the ports of the United States. A bill reported favorably by the Committee on Commerce of the Senate, authorizing foreign trading zones, is having the support of The Association.

Federal Incorporation of Firms Trading in China

Further letters have been addressed to Senators advocating favorable action on the China trade bill which provides for the Federal incorporation of American houses trading in China. The Association is also on record in favor of the exemption from taxation of branches of American houses established abroad on the income derived solely from foreign sources.

Ocean Pilfering

After an intensive study extending over more than a year The Association has joined with representatives of other organizations and marine insurance companies in the formation of a corporation to conduct a campaign looking toward a decrease in the pilfering of overseas shipments. A representative of The Association has been designated by the Board of Directors to act as an incorporator for The Association and participate in the direction of the organization.

Standardized Letters of Credit

The Special Committee of The Association appointed to study terms used in letters of credit met with representatives of other organizations and after conferences extending over several

weeks has just formulated a report suggesting the standardization of terms which should be used in commercial letters of credit in order to avoid ambiguity. That report will come before the Board of Directors in the near future.

Standardized Shipping Terms

Some time ago representatives of The Association and other leading commercial organizations formulated definitions of terms commonly used in connection with foreign trade shipments. The Association is constantly advocating the more general use of these terms and the interpretations of the terms agreed upon by the conference.

Philippine Bookkeeping Law

During the last month The Association has exchanged much correspondence and directed many letters to Senators and Congressmen in Washington advocating the modification or abrogation of the law enacted by the recent Philippine Legislature requiring that books of account be kept in Spanish, English or a native dialect. It also took up this matter with the President of the United States, the Vice-President, the Secretary of War, the Chief of the Bureau of Insular Affairs, the Acting Governor General of the Philippine Islands, and the President of the Senate and Speaker of the House of the Philippine Islands. During the last week or two sentiment appears to be in favor of rescinding the law in question. If the law became effective it would have a very injurious effect on American foreign business.

Facilities for Marine Insurance

The Association has just received almost 300 questionnaires which were filled in by members indicating their opinions and preferences with respect to principles to be followed in developing the marine insurance market of the United States. This mass of information is being placed before the members of The Association's Committee on Marine Insurance so that they may be guided in their activities regarding marine insurance legislation.

Customs Administrative Laws and Regulations

The Association is constantly active in assisting members to secure prompt

and proper treatment at the Customs House and Appraiser's Stores. Both through the Committee on Customs Service and Revenue Law and the staff of The Association many members are informed and assisted in connection with customs procedure. The Association is on record in opposition to the American valuation plan in connection with imports paying ad valorem duties.

Trade Opportunities

The Association distributes each day information which leads to concrete opportunities for business in foreign countries. This consists of bringing buyers and sellers together, either through personal introductions or correspondence.

IMMIGRATION LAST YEAR

Immigrants admitted to the United States during the fiscal year ending June 30 numbered 805,228, as compared with 430,001 for the previous fiscal year, and with an average of 1,034,940 during the pre-war years from 1910 to 1914, it is shown in figures made public by the Bureau of Immigration. Non-immigrant aliens admitted during the year numbered 172,395, making a grand total of 978,163.

Departures from the country during the last year included 247,718 immigrants and 178,313 non-immigrant aliens, a total of 426,031. In the preceding fiscal year 288,315 immigrants and 139,747 non-immigrant aliens departed.

During the fiscal year 4,517 aliens were deported from the United States to the countries from whence they came. These included 1,268 Mexicans, 389 English, 380 Russians, 252 Germans, and 246 Italians. Of the total, 446 were deported on charges that they were anarchistic.

Commissioner General Husband, in announcing the figures, said immigration was rapidly assuming its pre-war rate when the new percentage immigration law went into effect. The new law barely affected immigration for the fiscal year, he said, as it did not go into effect until June 3. The Commissioner estimated the law probably reduced immigration that month about 50,000.

Why not file "Greater New York"?

FIFTEEN MEMBERS ARE ADMITTED

**Favorable Action Is Taken on
Applications from Leading
Business Houses**

APPRECIATES SERVICE GIVEN

The Merchants' Association has received a communication from a well known stock exchange house acknowledging information furnished to it by The Association.

In its letter the member firm said:

"I am agreeably surprised to learn the scope of the services rendered by The Merchants' Association, and confess that I was quite unaware that your ability to render service was of such a vital technical nature.

"You may be sure that you have our full cooperation and that we will call upon you when we are in need of the data and assistance you offer."

New Members Elected

The following individuals, firms and corporations have been elected to membership in The Merchants' Association:

Andrews, P. L., Corporation, Mr. P. L. Andrews, Treasurer and General Manager, 45 Irving Avenue, Brooklyn—Manufacturers of Envelopes.

California Central Creameries, Incorporated, Mr. A. E. Paulsen, Secretary, 277 Broadway—Dairy Products.

Carman Supply Company, Incorporated, Mr. Charles T. Chandler, President, 143 West Seventeenth Street—Heavy chemicals, cleaning supplies.

Colburn, Harrison S., Company, Mr. George J. Brown, 90 West Street—Real Estate.

Daniels, Mr. W. L., Treasurer, Town Topics Publishing Company, 2 West Forty-fifth Street—Publishers.

Eastern Coal and Export Corporation, Mr. Royal C. Gillespie, Manager, 16 Beaver Street—Coal.

Gordon and Freedman, Mr. Joseph Gordon, 240 Canal Street—Steam and Hot Water Supplies.

Hood Rubber Products Company, Incorporated, Mr. Frederick B. Nickel, 134 Duane Street—Rubber Footwear.

Jasper, Mr. E. W. S., 149 Greenwich Street—Import Knitting Machine Needles.

Keppler and Hochman, Mr. Tobias A. Keppler, 233 Broadway—Lawyers.

Lederle Antitoxin Laboratories, Mr. T. J. Lynch, Secretary, 511 Fifth Ave-

nue—Manufacturers of Biological Products.

McCabe Hanger Manufacturing Company, The, Mr. S. P. Cross, Manager, 425 West Twenty-fifth Street—Manufacturers of Builders' Hardware.

Michel, Mr. D. M., 12 John Street—Jeweler.

Mutual Thread Company, Incorporated, Mr. Oliver C. Saffr, President, 17 West Seventeenth Street—Manufacturers of Thread.

Rothenberg and Company, Mr. Arthur L. Price, Treasurer, 34 West Fourteenth Street—Retail Dry Goods.

NEW MUSEUM EXHIBITS

Valuable and Instructive Acquisitions Afford Suggestions for Motives of Design

The Metropolitan Museum has recently acquired and placed on view a unique collection of Japanese sword guards and firearms. The exhibits are of excellent workmanship, and they suggest valuable hints with regard to technique and motives of design. This collection is a loan from the Society of Arms and Armor.

Wood cuts, black and white drawings and water colors, by Miss Florence W. Ivins, and pastels by Homer, Sargent, La Farge, Hassam, Sterner, and others, are on view.

The Museum has acquired six rare pieces of oak furniture from the former collection of the late Mr. Morgan Williams of Glamorganshire.

MARKING POSTPONED

New Canadian Regulation De- ferred by Order in Council Until December 31

By an Order-in-Council of August 13, 1921, the date of the coming into effect of the Canadian provision for the marking of imported articles with the name of the country of origin, has been postponed from October 1 to December 31, 1921.

THE PRICE OF HOGS

The average price of hogs in Chicago in 1914 was \$17.43, and in 1919 it was \$39.45.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

COMING WINTER HARD FOR POOR

**Charitable Agencies Are Prepar-
ing to Meet Unusually Heavy
Demands on Resources**

CARE IN GIVING IS NECESSARY

**Prepared by the Bureau of Advice and
Information of the Charity Organ-
ization Society**

It now seems inevitable that the necessity for charity in New York will be largely increased during the coming winter. Charity organizations and charity workers anticipate demands on their resources which have not been equalled since 1913-14. That the demands on the public for the support of charitable work will also increase is a natural sequence.

Worthy Agencies Deserve Support

It therefore becomes most important that the charitably inclined, no less than the worthy charitable agencies, should be protected from the parasites who live on the thoughtless bounty of the generous.

A recent editorial in the "New York Herald" emphasizes this point together with the importance of diverting to profitable channels the "well meant but uninformed ministrations of amateurs."

"There is no need for the creation of a single new charity society or association to meet the necessities of any part of the population," says the "Herald." "There are in New York City public and private organizations in sufficient number to collect and disburse all the money which may be distributed. These societies cover every calling and occupation. They have among their employees experienced men and women who cannot be deceived by a pride which seeks to hide hunger any more than they are fooled by professional beggars. The City government has efficient agents to help the poor.

New Societies Not Needed

"To relieve whatever poverty and suffering may require charitable help in the coming season no new society should be formed, but the established private and public instrumentalities of relief should be intelligently and promptly coordinated."

EMPLOYEES IN INDUSTRY

Of the manufacturing plants in this country, 90 per cent have fewer than 500 employees.

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

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No. 32

The Ford Offer for Muscle Shoals Analyzed

The Merchants' Association Files with the Secretary of War the Results of an Examination of the Bid Made by Mr. Ford for the Great Nitrate and Water Power Plant Showing the Proposed Contract Would Cost the Government \$164,000,000 in 100 Years

Vigorous protest against the acceptance of Mr. Henry Ford's offer for the Government nitrate plant at Muscle Shoals was made to Secretary of War John W. Weeks on Saturday, September 3, in Washington, by a Committee representing The Merchants' Association. This committee consisted of Mr. F. B. DeBerard, Director of The Association's Bureau of Research, and Mr. A. M. Travers, head of The Association's Legislative Service Bureau.

Would Entail Loss of Millions

An analysis of the Ford offer was submitted to Secretary Weeks which shows that its acceptance would entail upon the Government a loss of \$164,000,000 in 100 years. It points out that Mr. Ford offers to purchase for \$5,000,000 the Government nitrate plant at Muscle Shoals, which has been completed at an outlay of \$87,365,135, and is now ready for immediate operation.

It shows that Mr. Ford offers to lease the partially completed hydroelectric power plant at Muscle Shoals for a period of one hundred years at a rental of \$1,680,000 a year and sinking fund payments to amortize \$45,000,000 at the end of the century.

The Government has already expended \$17,000,000 on the hydroelectric plant, and Mr. Ford estimates that an additional outlay of \$28,000,000 will be required to complete it. His annual rental is 6 per cent upon this \$28,000,000. His sinking fund payment is based

Should Be Rejected

"All that can possibly be accomplished by the Ford interests in the way of developing effective and cheaper methods of production is already in process of accomplishment. In the event that the Ford interests are subsidized, it is inevitable not only that capital will cease further investment in a field where it is subjected to the destructive effect of subsidized competition, but that the vast volume of capital already employed in this field will retire as speedily as possible."

"It is the firm conviction of this Association, reached after long and intimate study of the subject, that under no circumstances is the Government justified in invading the industrial field, either directly or by means of a subsidy to a single interest, under conditions which will give it a great competitive advantage over other private capital."

"We believe, therefore, that the Ford proposal should be rejected, both on financial grounds and because it covers in effect a huge subsidy to the Ford interests, of a nature seriously destructive to the development of industrial chemistry in this country, and particularly to the production of an increased supply of nitrates, necessary both for military protection and agricultural development."—From The Merchants' Association's analysis of the Ford offer for the Muscle Shoals plant.

upon the same estimate, his total of \$45,000,000 to be amortized being ar-

rived at by adding the \$17,000,000 already spent to the \$28,000,000 additional expenditure which he says will be necessary.

Total Would Be \$77,000,000

The analysis submitted to Secretary Weeks shows that an additional outlay of \$60,000,000, instead of \$28,000,000, will be required, making the total expenditure \$77,000,000 instead of \$45,000,000.

Mr. Ford's offer for the hydroelectric plant, therefore, would entail upon the Government an outright capital loss of \$32,000,000.

Moreover during the life of the contract, the Government would have to pay \$300,000,000 in interest, of which Mr. Ford would assume only \$168,000,000.

Merchants' Association Analysis

The analysis submitted to Secretary Weeks by The Merchants' Association's Committee reads as follows:

"Dear Sir: You have before you for consideration a proposal by Mr. Henry Ford (in a letter addressed under date of July 8, 1921 (to General Lansing H. Beach, Chief of Engineers), for the purchase of certain existing properties of the United States and for the lease of certain other properties hereafter to be constructed by the United States.

"The existing properties which Mr. Ford proposes to buy were acquired and

MR. FORD BIDS \$5,000,000 FOR \$87,000,000 INVESTMENT

constructed by the United States primarily as a war necessity for the production of nitrates required for explosives, and secondarily with a view to their possible utilization by the Government in peace time for the production of fertilizers at low cost, in order to promote the Nation's agricultural production.

Mr. Ford's Proposal

"The ostensible objects to which his proposal is directed are twofold:

(a)

"To preserve in effective condition for operation the Government nitrate plants now existing at Muscle Shoals, as an imperative military necessity for the production of explosives in time of war.

(b)

"To improve those plants by constructing additional and very extensive hydroelectric works, thereby substituting very cheap electric power for relatively high-cost steam power, and thereafter to operate a part of the plant for producing fertilizers at low cost.

Military Purpose Served

"The military purpose, which was the prime consideration, has been accomplished. At a cost of \$87,865,135 (Rep. No. 998, House Com. on War Expend., 66th Congress, 2nd Sess., p. 60), the Government now has nitrate plants of great capacity, completed and ready for immediate operation, without further outlay except the annual cost of upkeep. It is this property which Mr. Ford proposes to buy outright for \$5,000,000.

"The secondary purpose—the production of cheap fertilizers—is not realized. Cyanamid, the chief product of the Government nitrate plant No. 2, although rich in nitrate, and suitable for explosives, is not readily adaptable as a fertilizer to American farming methods. A further process of manufacture is required to so adapt it, and for that a very considerable modification of the plant and a large additional investment is necessary. The existing plant is operated by steam power at high cost. Low cost production requires the substitution of very cheap hydroelectric power. To provide such hydroelectric power will require the investment of approximately \$77,000,000 additional capital and the development of

dams and power plants at Muscle Shoals.

Essence of Mr. Ford's Offer

"Mr. Ford's proposal (which we analyze more in detail in the following pages) is in essence—

"That the Government shall sell to him for \$5,000,000 its existing nitrate plants, which cost more than \$87,000,000, and are, without further outlay, entirely serviceable for military purposes;

"That to enable him to produce low-cost fertilizers the Government make the additional investment required to construct hydroelectric power plants in addition to the existing complete steam power plants;

"That such hydroelectric power plants be leased to him for one hundred years (with privilege of renewals) for \$1,680,000 per year (6 per cent on \$28,000,000);

"That through annual sinking fund payments of \$46,547 he will provide for the amortization of \$45,000,000 of the Government's capital investment in the hydroelectric plants.

Estimate of \$28,000,000 Too Low

"Seventeen million dollars have been spent by the Government upon Dam No. 2. Dam No. 3 has not yet been begun. Mr. Ford's proposal assumes that an additional outlay of \$28,000,000 will complete both dams, making the aggregate capital cost of the two \$45,000,000. He proposes to pay interest of 6 per cent on the new investment to the extent of \$28,000,000, but not upon the preceding investment of \$17,000,000. He further proposes to provide for the amortization of the assumed entire capital cost of \$45,000,000.

"Accepting as approximately correct the most recent estimates of the government engineers, the additional immediate outlay required to complete the hydroelectric power plants will approximate \$60,000,000, instead of the \$28,000,000 to which Mr. Ford limits his obligation. On the same basis, the entire capital investment of the Government will be approximately \$77,000,000 instead of the \$45,000,000 to which Mr. Ford restricts his amortization liability.

Colonel Cooper's Estimate

"We call your attention to the following testimony of Colonel Hugh L. Cooper, consulting engineer of the War

Department, at a hearing before a subcommittee of the House Committee on Appropriations (Feb. 14, 1921, p. 3):

Colonel Cooper: . . . We have recently completed as careful an estimate as it is possible to make of the cost of the work (on Dam No. 2), based on the unit costs that have been developed by the Engineering Department of the United States Army. We have checked the quantities that will be in the finished structure as closely as those quantities can possibly be checked at this time. We have examined the cost records that have been developed up to date. Based upon that sort of an investigation, I am of the opinion that when the dam is fully completed, and all the power units installed therein, that the maximum cost of the work will be \$50,000,000, including the locks.

"General Taylor of the Army Engineers concurred in Colonel Cooper's estimate (Hearings, page 6).

"Colonel Cooper's estimate was based on the installation of hydroelectric equipment to produce 550,000 horsepower (Hearings, page 39).

"The Ford proposal requires the installation of 'hydroelectric facilities and equipment for generating 600,000 horsepower,' or 50,000 horsepower more than included in Colonel Cooper's estimate. This would increase the required investment by approximately \$1,000,000.

"Applying to Dam No. 3 (not yet begun) the units of cost used by Colonel Cooper in his estimate for Dam No. 2, the cost of the former would reach approximately \$26,000,000.

The Actual Aggregate Cost

"The aggregated cost of the two projects when completed would thus be approximately as follows, on the basis of the most recent official estimates:

Dam No. 2	
Colonel Cooper's estimate	\$50,000,000
Cost of additional machinery not included in Colonel Cooper's estimate	1,000,000
Dam No. 3	
Computed on basis of Colonel Cooper's estimate for Dam No. 2	26,000,000
Total estimated cost two plants . .	\$77,000,000

"Deducting from this sum the \$17,000,000 already expended, the remainder, or \$60,000,000, represents the additional capital investment required.

Would Amortize Only \$45,000,000

"Mr. Ford's proposal provides for the amortization of but \$45,000,000, as against the \$60,000,000 new investment required and the \$17,000,000 investment already made, thus leaving the Government to stand an ultimate loss of \$15,000,000 of the new capital required, in addition to the loss of the \$17,000,000 already invested, or a total capital loss of \$32,000,000. The new investment will not recoup past losses, but will nearly double them.

NET LOSS TO THE UNITED STATES WOULD BE \$164,000.000

"It is obvious that such investment under these conditions is not a wise or sound financial transaction.

Additional Outlays Involved

"Moreover, there are additional Government outlays required by the Ford proposal, the amount of which is very considerable, but which we do not attempt to estimate. Among them are the following:

"Cost of acquiring 80-mile right-of-way for Transmission Line.

"Cost of acquiring title to land and site occupied by steam plant and other buildings at Warrior River.

"Mr. Ford's rental proposal is not more attractive. He proposes to pay 6 per cent interest on \$28,000,000 new money, but not on the \$17,000,000 already spent. This is equivalent to an annual rental charge of \$1,680,000 for property which, if completed, will have required a capital outlay of \$77,000,000, or of \$60,000,000 if only the money yet to be invested be considered.

Large Annual Deficit Involved

"The annual interest cost to the Government of \$60,000,000 additional capital investment at 5 per cent would be \$3,000,000; on \$77,000,000 it would be \$3,850,000. Thus each year the Government would pay out for interest from \$1,320,000 to \$2,170,000 more than it would receive under the Ford proposal.

"Taking into account the actual capital investment, but adding interest only upon the proposed new capital (ignoring the capital charges upon the \$17,000,000 already spent), the account for the one-hundred-year term would stand thus:

Outlay, 100 years—	
Capital investment.....	\$77,000,000
Interest, 5 per cent on \$60,000,000	300,000,000
	<hr/>
	\$377,000,000
Receipts, 100 years—	
From sinking fund payments and earnings	\$45,000,000
Interest 6 per cent on \$28,000,000.....	168,000,000
	<hr/>
	213,000,000
Net loss to United States.....	\$164,000,000

"There is no pretense that this power development is essential to the Nation's military defense, inasmuch as that purpose can be fully served by the completed existing plant operated by steam power.

"Its justification must be found, if at all, in its assumed benefits to agriculture, through the provision of low-cost fertilizers.

"Conditioned upon the provision by the Government of electric power at very low cost, through the development of the hydroelectric power plants discussed above, Mr. Ford undertakes the following obligation as to the production of low-cost fertilizers:

"12. If the United States agrees to sell, and the company purchases these several properties, nitrate plants, quarry, steam power plants, transmission lines, etc., and at prices and on terms mutually satisfactory, the company will operate nitrate plant No. 2 to approximate present capacity in the production of nitrogen and other fertilizer compounds, with the following special objectives:

"(a) To determine by research on a commercial scale whether by means of electric furnace methods and industrial chemistry there may be produced fertilizer compounds of higher grade and at cheaper prices than the fertilizers using farmers have in the past been able to procure, and to determine whether in a broad way the application of electricity and industrial chemistry may do for the agricultural industry of the country what they have economically accomplished for other industries.

"(b) To maintain nitrate plant No. 3 in a state of readiness to be promptly operated in the manufacture of materials necessary in time of war for the production of explosives."

Asks for Subsidy of \$164,000,000

"Mr. Ford's offer in effect is that if the Government will subsidize him to the extent of approximately \$164,000,000 he will *experiment* to determine whether or not he can produce and sell fertilizers more cheaply than they can now be produced and sold.

"The Government is to provide an installation for 850,000 hydroelectric horsepower.

"Mr. Ford assumes only the obligation of applying an unspecified part of this power during an indeterminate time to *experimentation* in fertilizer production. There is nothing to preclude abandonment of the fertilizer experiments should the result be unsatisfactory. In the event of such abandonment Mr. Ford will have available for exclusively private purposes an 850,000 hydroelectric horsepower plant for a rental charge (interest and sinking fund payments) of but \$2.03 per horsepower year.

Would Serve Private Interests

"Under such circumstances, all semblance of any public purpose will have disappeared, and the Government investment will have become an undisguised subsidy to an exclusively private interest.

"Moreover, even should fertilizer production be continued, much, if not most, of the power developed at Government's cost would be available, and would be used, for strictly private purposes, to the detriment of competing unsubsidized industries.

"Should Mr. Ford, on the other hand, by reason of the subsidy granted him, be able to produce fertilizers at substantially less than the market prices obtained by private industry, the result, in our opinion, will not be to increase the aggregate supply of nitrates so essential to this country's prosperity, both for military purposes and for rendering the soil more productive. The reason is obvious; the artificially low prices thus resulting would make it impossible for private capital to continue in the production of nitrates and fertilizers, and the total volume of such materials would thereby be greatly reduced below the present volume; or, as an alternative, the Government would be under the necessity of either permitting a complete monopoly by the Ford interests or of subsidizing other manufacturers in order to insure the required supply. Either of these alternatives is odious to the American people.

Public Intolerant of Monopoly

"Public sentiment is extremely resentful of monopoly, and, urged by that sentiment, the Government, through the Federal Trade Commission, has strenuously sought for several years past to prevent even its semblance. The principle of subsidy to private interests is still more objectionable, particularly when so applied as to give artificial advantage to a special interest, and thereby to attack the legitimate operations of private capital.

"Research in industrial chemistry for the purpose of fixing nitrogen derived from the atmosphere is now in progress with great assiduity on a wide scale, through the medium of private capital, in the hope and with the practical certainty of greatly increasing the supply of nitrates and decreasing their costs. The production from by-product coke ovens—a principal present source of supply—in the form of ammonia has recently increased fourfold. The American modification of the Haber process, which successfully met Germany's nitrate needs during the war, is already in successful operation in this country, and widespread experimentation by other industrial plants is in progress.

Would Drive Off Private Capital

"All that can possibly be accomplished by the Ford interests in the way of developing effective and cheaper methods of production is already in process of accomplishment. In the event that the Ford interests are subsidized, it is inevitable not only that capital will cease

MR. FORD'S OFFER FOR MUSCLE SHOALS ANALYZED

further investment in a field where it is subjected to the destructive effect of subsidized competition, but that the vast volume of capital already employed in this field will retire as speedily as possible.

"It is the firm conviction of this Association, reached after long and intimate study of the subject, that under no circumstances is the Government justified in invading the industrial field, either directly or by means of a subsidy to a single interest, under conditions which will give it a great competitive advantage over other private capital.

Ford Proposal Should Be Rejected

"We believe, therefore, that the Ford proposal should be rejected, both on financial grounds and because it covers in effect a huge subsidy to the Ford interests, of a nature seriously destructive to the development of industrial chemistry in this country, and particularly to the production of an increased supply of nitrates, necessary both for military protection and agricultural development.

"We fully recognize the need for promoting in every proper way the fertility of agricultural lands through the provision of cheap and abundant fertilizing materials, but we are firmly convinced that the result of accepting any proposal based upon a Government subsidy to a single interest will tend to decrease instead of to increase the supply, and will therefore fail of its purpose.

"We further object to this proposal because it calls for a very large immediate outlay of public funds at a time when the need for public economy is extremely urgent. Nothing but an imperative public necessity can justify present additions to the existing financial burdens by which the people are oppressed. It certainly cannot be contended that the project under consideration is required by any public exigency."

The analysis was signed for The Merchants' Association by President William Fellowes Morgan.

"THE ELMIRA BOOSTER"

The Chamber of Commerce of Elmira is getting out a monthly organ entitled "The Elmira Booster." It is a snappy paper.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

EXPORT TAX ON GERMAN GOODS

Impost Does Not Affect Merchandise Exported to the United States by Teutons

PROBLEMS OF FOREIGN TRADE

The Merchants' Association, through its Foreign Trade Bureau, has received inquiries from time to time with respect to the payment of an export tax on merchandise shipped out of Germany. These inquiries sought to ascertain whether the tax should be paid by the buyer or by the seller, and the method of payment.

Not Applicable to This Country

Such inquiries frequently originate through a misunderstanding arising from the fact that the Allies have provided for a considerable tax on exports from Germany to England and France. This tax does not apply to merchandise exported to the United States, the only tax applicable to such merchandise being apparently never more than 2 per cent, which is usually included in the price of the merchandise, and is therefore paid by the seller.

Inquiries are often sent to the Foreign Trade Bureau with respect to the obligations of the buyer or seller to pay certain costs under standard export definitions, such as f. o. b., c. i. f., etc. In reply to these inquiries the definitions of American foreign trade shipping terms, as formulated by the conference held in 1919 are quoted.

Branding Regulations

Merchandise sent to certain sections of Africa must be branded in accordance with the terms of the importing code. It has happened once or twice that members of The Merchants' Association have inadvertently omitted the formality, and have appealed to The Merchants' Association to bring about a change in the regulations. Efforts to this end, through the Department of State and other agencies, have had no success, and members of The Merchants' Association are warned to pay careful heed to the legal requirements of the country to which exported merchandise is sent.

FOREIGN DEBT INCREASING

Foreign debtors increased their obligations to American business concerns by \$1,500,000,000 in the last fiscal year, according to the Federal Reserve Board.

Its estimates show that this tremendous buying of American goods on a credit basis had further swollen America's favorable trade balance against the world to \$4,500,000,000. And this represents money due American business concerns that is entirely "unfunded" and merely stands today as promises to pay when world exchange disorders are corrected.

The debts represented by this unfunded balance are at present uncollectible because of the conditions of foreign finances. The balance due on trade accounts is in addition to the more than \$10,000,000,000 due the United States Government in war loans. America's credits to the rest of the world, therefore, which still remain to be paid stand at \$14,500,000,000.

INCOMES IN NEW YORK

The Treasury Department has given out a memorandum showing the relative earning power of residents of New York State with those of other States, as indicated in the Federal personal income tax returns for 1919. The total number of returns filed in that year in this State was 683,085, 12.81 per cent of the total for the entire country, and the total taxes paid amounted to \$399,792,351, which was 31.49 per cent of the total income taxes paid throughout the country.

Residents of this State reported in that year an average net income of \$5,030.62, while the average for the nation was \$3,724.05. The average personal income tax paid was \$238.08 for the Nation and \$585.27 in this State.

"New York's position in the order of magnitude as to all the States and Territories in the Union, in the per cent of population filing returns, was fifteenth," said the report, "and first in the average net income per return."

DESTINATION OF EXPORTS

The following table gives the destination of exports from the Port of New York during April:

	Value	
	April, 1920	April, 1921
Europe	\$153,691,841	\$64,594,555
North America	39,752,825	19,576,045
South America	35,929,408	15,122,295
Asia	36,618,521	14,780,531
Oceania	12,709,086	10,240,219
Africa	10,522,504	2,364,920
Total	\$295,225,995	\$126,539,445

Exports Back to Normal

The exports from this country during April were practically the same in value as the exports during April, 1913, the year before the outbreak of the World War.

City Press Demands Removal of Post Office

Extracts from Editorials in the Newspapers of New York City Reveal the Strong Drift of Sentiment for the Demolition of the Antiquated and Outgrown Building which Occupies the Southern End of City Hall Park

The newspapers of the City are unanimous in upholding the movement for the removal of the antiquated post office building from City Hall Park and the construction of new post office buildings upon other sites. Extracts from editorials which have appeared in the New York City papers are given below:

New York Herald.—Not a single thing can be said in favor of retaining the outgrown, outworn and altogether good for nothing downtown post office in its present quarters, the Federal Building, that any construction engineer of standing, any commanding industrial leader, any first-class business manager would listen to. It is not fit for an efficient post office organization, and it cannot be made so. It is not fit for a United States court house, and it cannot be made so. It is not fit for anything but to be scrapped.

And if the Federal Building were torn down and carted off, not a single thing could be found to justify erecting a new building on its site to try to do the work of a great postal station needing to handle mountains of business.

The Evening Sun.—In all the discussion about the old post office it is a little odd that this fact has not been more strongly emphasized—that here is a Federal building occupying the foremost site of a city park, about which rife a group of municipal buildings, including the City Hall itself.

The whole park is distinctly a public area of the municipality, in which a Federal post office has no harmonizing place at all. There is also the related fact that except for Washington Square and Battery Park, encumbered as it is with squatting structures and a few small oases and one or two playgrounds, there is no city park below Union Square.

New York Times.—In 1866 the City deeded the lower end of City Hall Park to the Federal Government for \$500,000, on condition that the building erected on it should be a post office, and that it should be returned to the City for the same sum if used for other purposes. That condition was broken years ago. The old Post Office is only incidentally and accidentally a Post Office. The site should be returned to the City,

the dreadful structure razed, and the lower part of the old common restored to something of its ancient beauty. The City Hall, one of the most gracious monuments of New York architecture, should have a more appropriate setting.

New York World.—The remedy obviously lies in the renovation and modernizing of the entire New York plant. A new Post Office building to house the City Hall Station, another uptown connecting directly with the Pennsylvania Railroad tracks and a third on West Thirtieth Street between Ninth and Tenth Avenues for the handling of mails for the New York Central system, together with the restoration of the pneumatic-tube service, are primary parts of the commission's program. It is a comprehensive plan, drawn with regard to the urgent needs of the postal administration.

The Evening Post.—The Government is said to be planning to spend some money refurbishing up the old Post Office on Park Row. The best way for the Government to spend money on that building is to commission a firm of efficient house-wreckers to knock it down and cart it away as expeditiously as possible. Its unsightliness is equalled only by its inconvenience. In addition, it is situated on City property which ought to be used to round out the beauties of City Hall Park. It ought to go.

The Brooklyn Eagle.—The restoration of the pneumatic tube service is also assured and the most important of the questions still undecided is the way in which increased post office space shall be secured. The Pennsylvania Railroad has offered a lot across Ninth Avenue from the present Manhattan post office for \$2,250,000. If the economy program of Congress does not prevent, an adequate building will probably be erected there, the old post office below the City Hall will be torn down and the space added to the City Hall Park.

The Evening Sun.—Doubtless Postmaster-General Hays will give sympathetic attention to the campaign being conducted by downtown business men for the removal of the old post office in City Hall Park. It seems thoroughly in character for Mr. Hays to give serious

attention to reasonable suggestions. He has selected a capable local committee to advise him in the matter, and all parties in interest may be sure that the committee members will wish to absorb all the pros and cons that affect the question.

The Evening World.—An illuminating sidelight on the part the New York mails play in the general scheme is to be found in the fact that the old, cramped, crowded City Hall Station handles more mail than the fifth postal city of the United States—St. Louis. The country as a whole cannot afford to have the New York offices hampered in their work.

New York Globe.—Pneumatic tube delivery is to be restored in New York if it can be done at a fair cost, and three new post offices will be added. One of these is to substitute for the "old post office" in City Hall Park, regarding which Mr. Hays professes to be in doubt as to the correct procedure. It is to be hoped that he will seek to buy a site somewhere in the neighborhood, but outside the confines of the park itself, and permit the restoration of this precious and badly needed bit of breathing space in its original form. Park space in New York is too valuable to be cluttered up with buildings which might just as well be somewhere else.

OUR TOO ATTRACTIVE CITY

New York Globe

The presence of the rubberneck wagon laboring and tooting its way through our crowded thoroughfares these first fine days of summer is testimony to the fact, almost incredible to most of us, that some people are for the first time seeing New York. And the question we would put, were we not inhibited by a traditional pride which bids us remember that not New York but the newcomer is on judgment, is what they think of our city and of us. For, no matter how keen their sense of awe in the presence of an overtowering metropolis, they are recording impressions, and from these impressions forming opinions.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

The Merchants' Association of New York

The Woolworth Building

233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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ANALYSIS REVEALS THE TRUE CHARACTER OF MR. FORD'S OFFER FOR MUSCLE SHOALS' PLANT

The analysis of the offer made to the Secretary of War by Mr. Henry Ford for the Government's nitrate plant and water-power development at Muscle Shoals, in Alabama, reveals the true character of Mr. Ford's proposal. This analysis shows that Mr. Ford asks:

That the Government shall sell to him for \$5,000,000 its existing nitrate plants, which cost more than \$87,000,000, and are, without further outlay, entirely serviceable for military purposes;

That to enable him to produce low-cost fertilizers the Government make the additional investment required to construct hydro-electric power plants in addition to the existing complete steam power plants;

That such hydro-electric power plants be leased to him for one hundred years (with privilege of renewals) for \$1,680,000 per year (6 per cent on \$28,000,000);

That through annual sinking fund payments of \$46,547 he will provide for the amortization of \$45,000,000 of the Government's capital investment in the hydro-electric plants.

Accepting as approximately correct the most recent estimates of the government engineers, the additional immediate outlay required to complete the hydro-electric power plants will approximate \$60,000,000, instead of the \$28,000,000 to which Mr. Ford limits his obligation. On the same basis, the entire capital investment of the Government will be approximately \$77,000,000 instead of the \$45,000,000 to which Mr. Ford restricts his amortization liability.

Mr. Ford's offer for the hydro-electric plant, therefore, would entail upon the Government an outright capital loss of \$32,000,000.

Moreover, during the life of the contract the Government would have to pay \$300,000,000 in interest, of which Mr. Ford would assume only \$168,000,000.

Mr. Ford's offer does not even involve compliance with the water-power development regulations adopted by the Government during President Roosevelt's term of office. The analysis made by this Association should put an end to its serious consideration by the Government unless it shall be so modified as to change its entire character.

THE CITY'S NEW PIERS

The new piers which are just being completed at Stapleton, on Staten Island, show what the City can do when it tries, and what it ought to have done long ago.

These piers are an earnest of the Port development which may be expected to follow the creation of the Port of New York Authority and the conclusion of an agreement between the States of New York and New Jersey which ends the division of the Port and makes possible sane and progressive treatment of its resources.

A NOVEL SCHOOL

The account given on other pages of this number of "Greater New York" of the first session of the summer school for organization secretaries in Chicago is of general interest.

The establishment of this school marks another step in commercial organization work. Since the tremendous expansion in this field of activity which began a score of years ago, commercial organizations have demonstrated their usefulness more impressively year by year. Through experience, standards have been set up, and it is the function of the school for secretaries to impart and thus more firmly establish these standards.

THE OLD POST OFFICE BUILDING

The Post Office Building, which occupies the southern point of City Hall Park, has no friends. The building should be removed, the site returned to the City, and new buildings constructed to serve the needs of the Post Office Department and the Federal courts.

NEW CITY PIERS ON STATE

Important Development Will Provide Accommodation—New Docks Cover 1

Prepared by the Industrial Bureau of the Merchants' Association of the Port of New York and the Chamber of Commerce of the City of New York. The construction of the City piers at Stapleton, Staten Island, is now far advanced, as the accompanying photograph shows. The piers are each of which will be 1,000 feet long. Eight will

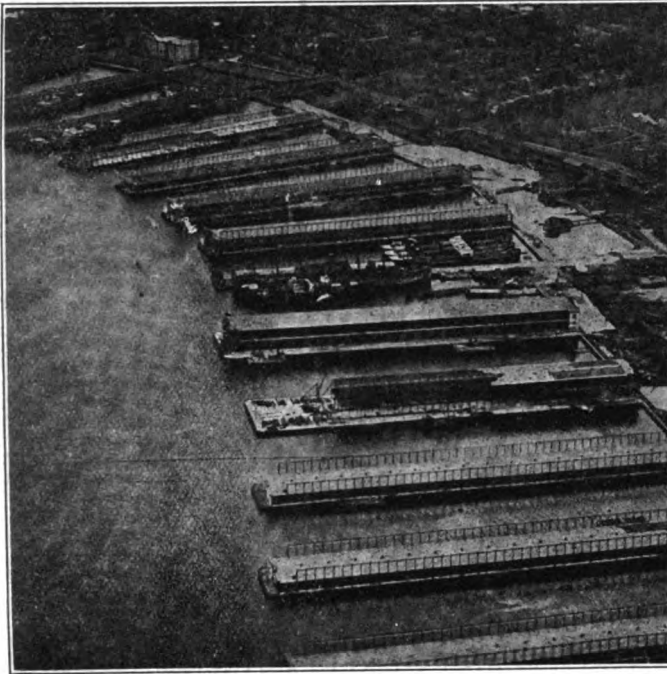


Photo supplied by Dock Commission

AIRPLANE VIEW OF THE GREAT NEW CITY PIER

graphs show. Several of the piers are almost ready for occupancy, and the remainder will probably be completed by the end of this year.

It is estimated that the twelve piers, when completed, will be able to handle 14,000,000 tons of shipping a year—no inconsiderable addition to the shipping facilities of the Port of New York.

Financed by Lessees

The cost of constructing the piers has been financed by seven lessees, each of whom has agreed to rent one or more of the eleven piers destined for private use and to pay an annual rental equal to 7½ per cent of the total cost of acquiring the land and constructing the piers, which will probably amount to approximately \$50,000,000. One pier will be maintained as a public wharf. The others are being built to suit the needs of the lessees, the Pan-American Dock Corporation, the Union Transport Company, E. M. Raphael and Company, Wessel-Duval and Company, Moore and McCormack, the Nippon Yusen and Kai-



DETAIL OF 1

SECRETARIES' SCHOOL ASS RATE IS A GREAT STEP TO BOOKS

Activities, Industrial Activities, Activities, Research, The Secret of This Association his Relation to this Form of Shipping Classification

Secretaries Who Attend Shipments

Other men of prominence in the retail profession who attended the School and assisted in training students were: Messrs. John Wau of The Merchants' retary of the Chamber of Commerce of Roanoke, Virginia; John E. Secretary of the Hamilton, Ohio, option and forthcom- of Commerce; J. T. Daniel, third-class rates on Secretary of the Chamber of Commerce of Columbus, Ohio; Paul V. Mum weight 30,000 retary-General Manager of the of Commerce of St. Louis, is no carload rating G. W. Lemon, Secretary of the Southern Chamber of Commerce; F. Rory, and the carload cock, Secretary of the Worcester established as the result ber of Commerce; John B. by shippers filed with General Secretary, Chambersification Committee. merce of Indianapolis, Indiana cooperated with the R. Jackson, Secretary of the application of Commerce of Harrisburg, before the Committee nia; Don E. Mowry, Secretary. It is expected that Chamber of Commerce of Madison be established short-consin, and W. C. Culkins, Secretary to the current the Cincinnati Chamber of Commerce Classification.

Addresses and Entertainment

The routine of the school AGE FAR OFF
persed with interesting addresses

the evenings and by numerous age is receding into events arranged for the entertainment by the U. S. Cen- of the students by the Chicago give a grand total of tion of Commerce and the and mules on Janu- Chamber of Commerce. Mr. increase of nearly a Ward, Secretary of the decade. Of the total, Chamber, was Chairman of and mules were of Committee and conducted making four years and taining events.

Among those who gave them work, and 2,000,- in the School of Commerce, actually at work and at two dinners arranged villages. These 19,- students were: Mr. Harry Adams in service re- first President of the Chambers of harness or equiv- merce of the United States; Mr. Goodwin and Dean Hell-

Group luncheons, attended, placing the total pop- these were made occasions for ntal United States at struction and entertainment, 7,512 more than an-

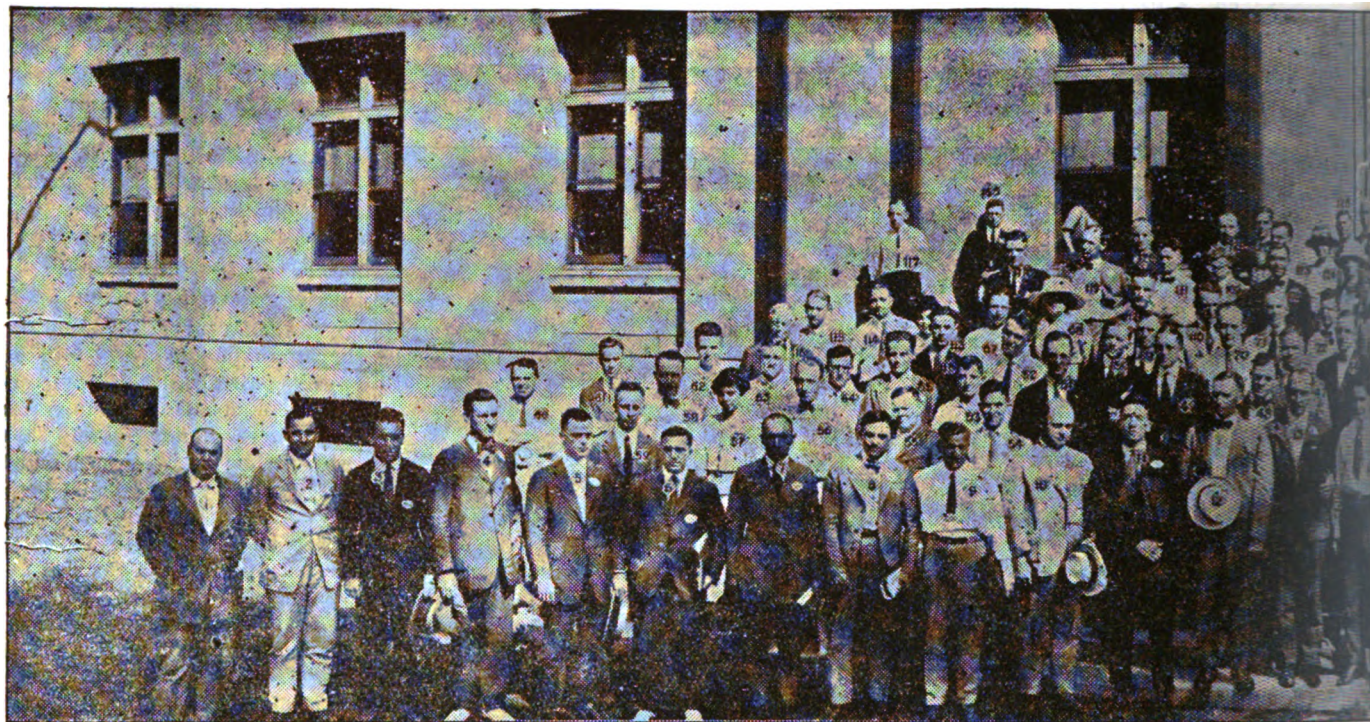
Student Organization

During the school session out, have been sub- organization was formed with Gillett of the House vey T. Hill, Secretary of the for apportionment State Chamber of Commerce or William M. Steuart dent. A "freshman" class of Census. Final fig- also was formed.

At the last luncheon gath of the United States student bodies unanimously brings the popula- resolutions of appreciation country and its pos- pressed the hope that the 9,358.

Success of National School for Commercial Secretaries

First Meeting of the School in Chicago Attracts an Enrollment of More than Two Hundred—The Assistant, Mr. Hugh Lynch, as a Student and Managing Editor of "The Secretary," with the and Some of the Secretaries Who Attended the School—The First



HARRIS HALL, NORTHWESTERN UNIVERSITY

Personnel: (1) Clarence W. Coons, Crawfordsville, Ind.; (2) Harry F. Palmer, Marion, O.; (3) Wm. J. Hennessy, Chicago, Ill.; (4) W. A. Clarke, Jr., Richmond, Va.; (5) Ray L. Byerly, Grand Rapids, Mich.; (6) Gervase T. Murphy, Calumet, Mich.; (7) H. W. Luethi, Canton, Ohio; (8) G. C. Merkel, New Orleans, La.; (9) Colvin V. Brown, Washington, D. C.; (10) G. T. Cross, Monroe, La.; (11) A. K. Scharf, New Orleans, La.; (12) H. P. Corcoran, Wheeling, W. Va.; (13) Marie K. Johnson, Chicago, Ill.; (14) Geo. E. Rix, Lawrence, Mass.; (15) R. F. Wood, Omaha, Neb.; (16) C. Kirkpatrick, Chicago, Ill.; (17) T. Brehaut, Boston, Mass.; (18) G. Robert Galloway, Kewanee, Ill.; (19) B. R. Alexander, Boston, Mass.; (20) George F. Hines, Boston, Mass.; (21) H. B. Vander Mo.; (22) J. B. McEwan, Chicago, Ill.; (23) L. R. Stotts, Empire, Kans.; (24) G. D. Kilgore, Norton, Va.; (25) J. E. McCoy, Knoxville, Tenn.; (26) E. T. Cameron, Mt. Pleasant, Oshkosh, Wis.; (27) Mabel Sibley, Appleton, Wis.; (28) V. S. Delameter, Appleton, Wis.; (29) Royal D. Lee, Chicago, Ill.; (30) Edw. H. Christopher, St. Louis, Mo.; (31) Robert Coe, Fostoria, Ohio; (32) Carrie M. Bell, Des Moines, Ia.; (33) Ann R. Orr, Daytona, Fla.; (34) Fred Chambers, Wichita, Kans.; (35) S. McCartney, Wash. D. C.; (36) R. N. Magill, Chicago, Ill.; (37) Robert S. Doran, Norwich, N. Y.; (38) H. M. Stanton, Grand Forks, N. D.; (39) Raymond C. Brown, Honolulu, Hawaii; (40) E. A. H. Prof. B. F. Shambaugh, Iowa City, Iowa; (41) James M. Gillan, Omaha, Neb.; (42) L. C. Carroll, Ottawa, Ill.; (43) Willis Evans, Peoria, Ill.; (44) C. J. York, Coffeyville, W. Collins, Caney, Kans.; (45) Geo. Firmin, Little Rock, Ark.; (46) C. E. Jones, Beatrice, Neb.; (47) Robert Hoierman, Conneaut, Ohio; (48) J. S. Johnson, Evansville, Ind.; (49) R. I. socket, R. I.; (50) Charles H. Bren, Salina, Kans.; (51) S. C. Mead, New York City, N. Y.; (52) Mrs. G. R. Galloway, Kewanee, Ill.; (53) Mrs. R. N. Wilcox, Cleveland, Kans.; (54) Mrs. Glaudd R. Crooks, Lebanon, Ind.; (55) Henry Sigwalt, Des Plaines, Ill.; (56) George W. Lemon, Troy, N. Y.; (57) Maurice D. John, Sterling, Ill.; (58) B. Brooke Barrett, Norristown, Pa.; (59) Cliff Holland, Jackson, Mich.; (60) Marion Reynolds, Chicago, Ill.; (61) Frank S. Vawter, Tipton, Ind.; (62) W. C. Calkin, Mass.; (63) J. M. Guild, Kansas City, Mo.; (64) F. D. E. Babcock, Worcester, Mass.; (65) John Ihlder, Washington, D. C.; (66) James T. Daniels, Columbus, O.; (67) Don. E. Mowry, Madison, Wis.; (68) Warren R. Jackson, Harrisburg, Pa.; (69) A. H. Andrews, New Bedford, Mass.; (70) Mrs. Arthur Gilman, Toledo, O.

Two representatives of The Merchants' Association attended the first session of the National School for Commercial Secretaries held at Northwestern University, Evanston, Illinois, the last two weeks in July.

Mr. Mead and Mr. Lynch There

Mr. S. C. Mead, Secretary of The Association, made a hurried trip from London, where he attended the annual meeting of the International Chamber of Commerce, in order to be at the National School during the second week of its session. Mr. Mead prepared the text book on Office Organization for the school and delivered a lecture on that subject to the students on Wednesday, July 27.

Mr. Hugh Lynch, Assistant to the Secretary of The Association, attended

the school as a student during the entire session and was managing editor of "The Secretary," a daily newspaper published by the student body, under the direction of a Publicity Committee, of which Mr. William F. Peters, Assistant Secretary of The Boston Chamber of Commerce, was Chairman.

More Than Two Hundred Students

The success of the first session of the new school assures the permanent establishment of an institution for the technical training of commercial and trade organization secretaries and men and women desiring to study for that profession. More than two hundred students were registered. They came from all parts of the United States and from Canada, Cuba and Hawaii.

The new school is unique for the reason that it is the first institution of its kind promoted by those interested in the secretarial profession for purely altruistic reasons. It is fostered by the Chamber of Commerce of the United States, the National Association of Commercial Organization Secretaries and Northwestern University. Its Board of Managers consists of:

Mr. Elliot H. Goodwin, Resident Vice-President of the Chamber of Commerce of the United States,

Mr. John Ihlder, Manager, Civic Development Department of the Chamber of Commerce of the United States,

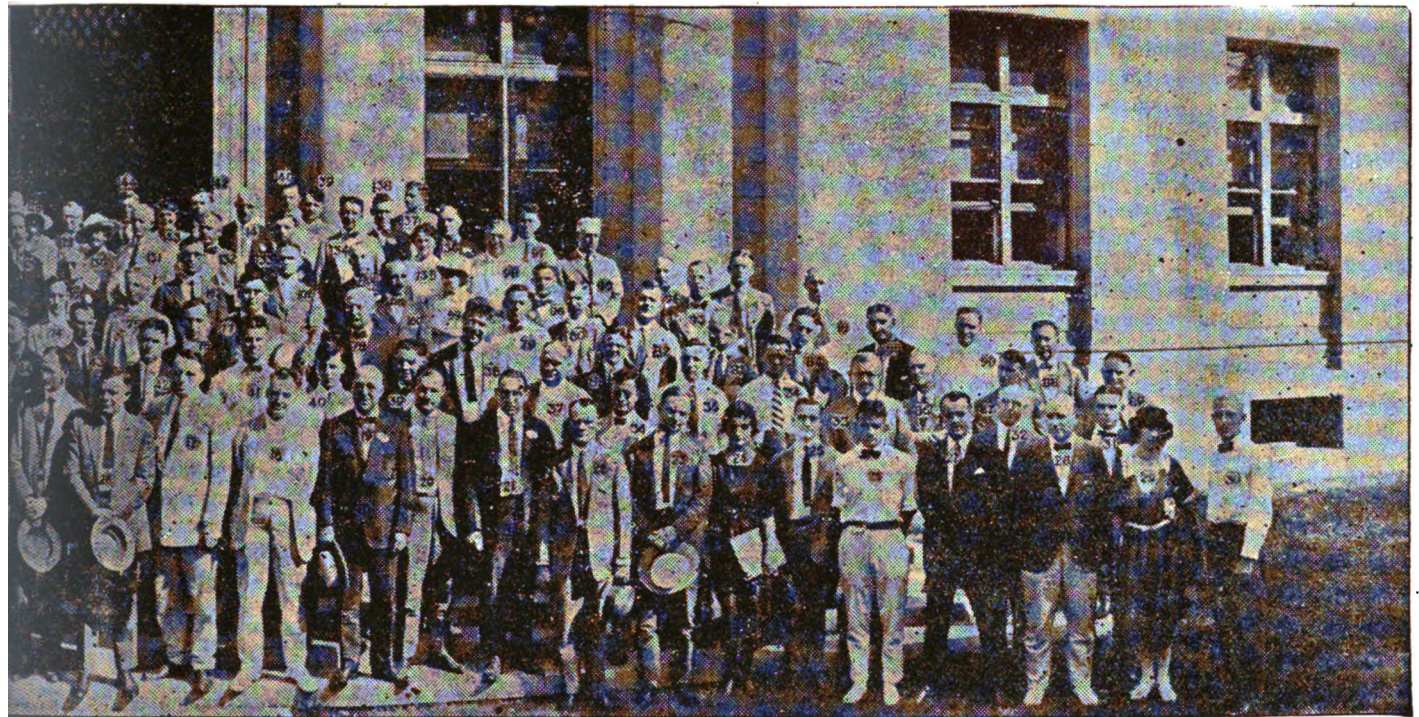
Dr. Walter Dill Scott, President of Northwestern University,

Professor Ralph E. Hellman, Dean,

DD

Secretaries Assures Permanent Standing in the Future

Merchants' Association Sent its Secretary, Mr. S. C. Mead, as Lecturer on Office Organization, and His Student Body Published as a Daily Paper while the School Was in Session—The Field of Study Institution of its Kind—Students Organize on a Permanent Basis



UNIVERSITY, EVANSTON, ILLINOIS

(1) C. C. Lydick, Muskogee, Okla.; (6) E. W. Porter, Concord, N. H.; (7) Price Gaines, Keene, N. H.; (8) P. A. Jones, Sharon, Pa.; (9) Charlie Bush, St. Catharines, Ontario, Canada; (14) L. B. Harnish, Pittsburgh, Pa.; (15) Walter Dill Scott, Evanston, Ill.; (16) Dean Ralph Heilman, Evanston, Ill.; (17) R. B. Beach, Chicago, Ill.; (18) Ralph H. Faxon, San G. Paine, Spokane, Wash.; (24) Elda L. Peart, Joliet, Ill.; (25) R. E. Little, Chicago, Ill.; (26) M. A. Tancock, Omaha, Nebr.; (27) S. L. Williams, Ballinger, Tex.; (28) Chas. Goscoe Goddard, Salem, Mass.; (34) Harold Pogue, Decatur, Ill.; (35) J. C. Peart, Marshalltown, Ia.; (36) F. F. Barth, Beaver Falls, Pa.; (37) E. J. Fellow, Lebanon, Pa.; (38) Evanston, Ill.; (43) P. H. Hawthorne, Hartford City, Ind.; (44) Hugh Lynch, New York City, N. Y.; (45) Wm. F. Peters, Stoughton, Mass.; (46) H. A. Scheidker, Hannibal, Mo.; (52) A. F. Rothstein, New Castle, Pa.; (53) Maurice T. John, Sterling, Ill.; (54) John Valentine, Chicago, Ill.; (55) John M. Gledhill, Warren, Ohio; (56) Chester Alton, R. D. House, Niagara Falls, N. Y.; (62) D. A. Caldwell, Marshfield, Wis.; (63) F. J. Pease, Wauwatosa, Wis.; (64) J. H. Braucht, Pekin, Ill.; (65) K. E. Stanton, Brooklyn, N. Y.; (71) Chas. M. Ketchum, Fall River, Mass.; (72) E. M. Barradale, So. Orange, N. J.; (73) Carl N. Crispin, Bellafontaine, Ohio; (74) W. Irving Lewis, Newark, Ohio; (75) Wm. York, Pa.; (80) Harry B. Sparks, Lawrence, Kans.; (81) George A. Neesham, Pittsburgh, Pa.; (82) J. C. McCarthy, Davenport, Ia.; (83) K. M. Whitehead, Elyria, Ohio; (89) Raymond Woodrum, Bradford, Pa.; (91) Harvey T. Hill, Chicago, Ill.; (92) Trent D. Sickles, Petoskey, Mich.; (93) J. F. Ferguson, New Haven, Conn.; (94) Chas. H. Smith, Woonsocket, R. I.; (99) Mrs. H. J. Bell, Chicago, Ill.; (100) P. L. Maher, Cleveland, Ohio; (101) Harry J. Bell, Chicago, Ill.; (102) C. L. Scott, Wellington, Kans.; (103) Charles E. Smith, Woonsocket, R. I.; (108) O. L. Moore, Chicago, Ill.; (109) Russell Bennett, Jacksonville, Fla.; (110) C. J. Kellem, Joliet, Ill.; (111) John M. Welch, LaSalle, Ill.; (112) R. J. Bellman, Winfield, Mo.; (118) Claud R. Crooks, Lebanon, Ind.; (119) J. H. Vincent, St. Joseph, Mo.; (120) J. Paul Heinel, Portsmouth, Ohio; (121) J. E. Stubbs, Omaha, Nebr.; (127) J. B. Reynolds, Indianapolis, Ind.; (128) Mrs. R. B. Beach, Chicago, Ill.; (129) James A. McKibben, Boston, Mass.; (130) Mrs. James A. McKibben, Boston, Mass.; (135) Mary Lamm, Chicago, Ill.; (136) Walter Parker, New Orleans, La.; (137) E. T. McNery, Chicago, Ill.; (138) G. E. Bogart, Evanston, Ill.; (139) T. W. Vinson, Chicago, Ill.; (145) John E. Northway, Hamilton, Ohio.

Northwestern University School of Commerce,

Mr. Robert B. Beach, Business Manager, The Chicago Association of Commerce and President of the National Association of Commercial Organization Secretaries,

Mr. Ralph H. Faxon, Secretary of the Des Moines Chamber of Commerce and Secretary and Treasurer of the National Association of Commercial Organization Secretaries.

Range of Instruction

Instructors during the first session in subjects such as Government, Transportation and Traffic, Marketing and Distribution, Economics, Business and Government, Effective Speaking, Psychology, and Business Organization, included Professor Benjamin F. Sham-

baugh, head of the Department of Political Science of the University of Iowa; Professor Homer B. Vanderblue, Professor of Transportation of Northwestern University; Professor Paul T. Cherington, former Professor of Marketing, Harvard Graduate School of Business Administration; Professor Hellman; Professor Ralph B. Dennis, Director, School of Speech, Northwestern University; Professor Charles H. Judd, head of the Department of Psychology and Director of the School of Education of the University of Chicago; Professor Arthur E. Swanson, former Dean of Northwestern University School of Commerce.

Other Lecturers

In addition to Mr. Mead's address, lectures on technical subjects were

given by Mr. James A. McKibben, Secretary of the Boston Chamber of Commerce; Mr. Beach; Mr. John M. Guil, General Secretary, Kansas City Chamber of Commerce; Mr. C. F. Holland, Secretary, Jackson, Michigan, Chamber of Commerce; Mr. J. David Larson, Commissioner, Omaha Chamber of Commerce, Mr. Faxon; Mr. Walter Parke, General Secretary, New Orleans Chamber of Commerce; Mr. John M. Reppath, Manager, Department of Research Chamber of Commerce of the United States, and Mr. Munson Havens, Secretary of the Cleveland Chamber of Commerce.

The technical subjects discussed included: Organization (What it is, Program (What to do), Meetings (How it is done), Membership, Finance, Publicity, Office Organization, Commercial

SECRETARIES' SCHOOL IS A GREAT SUCCESS

Activities, Industrial Activities, Civic Activities, Research, The Secretary and his Relation to this Form of Service.

Secretaries Who Attended

Other men of prominence in the secretarial profession who attended the School and assisted in training the students were: Messrs. John Wood, Secretary of the Chamber of Commerce of Roanoke, Virginia; John E. Northway, Secretary, the Hamilton, Ohio, Chamber of Commerce; J. T. Daniels, General Secretary of the Chamber of Commerce of Columbus, Ohio; Paul V. Bunn, Secretary-General Manager of the Chamber of Commerce of St. Louis, Missouri; G. W. Lemon, Secretary of the Troy Chamber of Commerce; F. D. E. Babcock, Secretary of the Worcester Chamber of Commerce; John B. Reynolds, General Secretary, Chamber of Commerce of Indianapolis, Indiana; Warren R. Jackson, Secretary of the Chamber of Commerce of Harrisburg, Pennsylvania; Don E. Mowry, Secretary of the Chamber of Commerce of Madison, Wisconsin, and W. C. Culkins, Secretary of the Cincinnati Chamber of Commerce.

Addresses and Entertainment

The routine of the school was interspersed with interesting addresses in the evenings and by numerous social events arranged for the entertainment of the students by the Chicago Association of Commerce and the Evanston Chamber of Commerce. Mr. Charles W. Ward, Secretary of the Evanston Chamber, was Chairman of the Social Committee and conducted many entertaining events.

Among those who gave the addresses in the School of Commerce Auditorium and at two dinners arranged for the students were: Mr. Harry A. Wheeler, first President of the Chamber of Commerce of the United States; Dr. Scott, Mr. Goodwin and Dean Hellman.

Group luncheons, attended by the entire student body, were held daily, and these were made occasions for both instruction and entertainment.

Student Organization Formed

During the school session a student organization was formed with Mr. Harvey T. Hill, Secretary of the Illinois State Chamber of Commerce as President. A "freshman" class organization also was formed.

At the last luncheon gathering both student bodies unanimously adopted resolutions of appreciation and expressed the hope that the Board of

THE SECRETARY

Published by the National Secretarial School

Vol. I No. 7

WEDNESDAY, JULY 27, 1921

Evanston, Ill.

PLEA FOR EDUCATION OF WORKERS IN SHOPS MADE BY DR. SCOTT

Dr. Walter Dill Scott, president of Northwestern University and its director of the World War of the Secretaries' School, made a plea for the education of workers in industry to nearly two hundred commercial secretaries in Evanston, Monday.

"Every worker to be placed where he can do the best work of his life," he said.

"The commercial training of men is the best way to do this," he said.

"The greatest problem facing America is the problem of the worker," he said.

"The worker is the backbone of the nation," he said.

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Program for Today

8:00 a.m. Breakfast
9:00 a.m. Business and Government
10:00 a.m. Transportation
11:00 a.m. Government
12:00 p.m. Lunch
1:00 p.m. Office Administration
2:00 p.m. Office Administration
3:00 p.m. Office Administration
4:00 p.m. Office Administration
5:00 p.m. Office Administration
6:00 p.m. Office Administration
7:00 p.m. Office Administration
8:00 p.m. Office Administration
9:00 p.m. Office Administration
10:00 p.m. Office Administration
11:00 p.m. Office Administration
12:00 a.m. Office Administration

SCHOOL HONORS GO TO EVANSTON'S SECY

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N. A. C. O. S. CHIEFS PLEASED AT SUCCESS OF NATIONAL SCHOOL

Chiefs and former chiefs of the N. A. C. O. S. expressed great pleasure at the success of the National School for Commercial Secretaries. They were present at the opening of the school in Evanston, Monday.

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TRADING ZONE BILL AMENDED

Project First Proposed by This Association Takes Shape in a Measure in Congress

NOW UNDER CONSIDERATION

The Foreign Trade Zone question, the agitation of which was begun by The Merchants' Association several years ago, has been brought forward again by legislation proposed by Senator Jones of Washington, who has introduced a bill authorizing the establishment and operation of Foreign Trade Zones in the ports of the United States.

Approved in Principle

The Merchants' Association was asked to give its approval to this bill, and it did approve the measure in principle, reserving the privilege of criticizing its details, should occasion arise. The bill was referred to The Association's Foreign Trade Committee for detailed examination.

Would Forbid Manufacturing

The bill has now been modified by striking out a provision permitting manufacturing in Foreign Trade Zones, and this change is receiving consideration. Reports from Washington indicate that an effort will be made to make the bill a part of the Fordney Tariff Bill.

THE NATIONAL PORT

New York Tribune

New York is the one truly National port of the United States. It has had that rank for many years, and will hold it for many more years. It is therefore incumbent upon the National Government to make the improvements necessary for the fullest possible development of commerce here, for in so doing it will be serving the Nation. It is equally incumbent upon New York to do its share.

MONEY IN CIRCULATION

Money in circulation in the United States July 1 amounted to \$53.42 per capita of population, according to a statement by the Treasury. The total was \$5,774,065,000. A year ago the per capita amount was \$57.18, and the total \$6,084,854,000, the reduction being brought about through the decreased issue of Federal Reserve Bank notes.

First Page of "The Secretary," the Daily Student Paper Edited by Mr. Hugh Lynch, of The Merchants' Association

Managers would again call the school into session at Northwestern University in July or August of next year.

CANALS IN GREAT BRITAIN

The use of canals and navigable rivers for the transportation of fuel and other bulky freight has been much more developed in Great Britain than in this country and has effected so much economy and improvement of transportation that considerable concern has been felt on account of the gradual absorption of the canals by the railways. In 1909 the total number of miles of canals and navigable rivers in use in the United Kingdom was 4,670. The natural center of the British canal system is the city of Birmingham, where in a thirty-mile square the Birmingham canal navigation system has 159 miles of artificial waterways and 212 locks, and supplies 180 plants and manufacturers with fuel. From Birmingham the main canal routes include 147 miles and 166 locks to London; 140 miles with 101 locks to Liverpool; 162 miles with sixty-six locks to Hull and to Sharpness, one route of seventy-five and one-half miles with sixty-one locks and an alternative of eighty-nine miles with forty-nine locks.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

TRADE WITH ALLIES SCORES DECLINE

**Decrease of Billion and a Half in
Both Exports and Imports
for Fiscal Year**

WHERE THE SHRINKAGE WAS

The foreign trade of the United States declined \$1,592,000,000 in value during the fiscal year of 1920-1921, as compared with the previous fiscal year.

The imports into this country during the same period declined to the extent of \$1,584,000,000 in value, as compared with the preceding fiscal year.

Confined to Europe, Canada and Japan

This shrinkage was confined chiefly to trade with Europe, Canada and Japan instead of being distributed throughout the world.

The aggregate decreases in exports to Japan and the four European countries allied with America during the war practically equalled the total decrease, the losses to Canada and the neutral countries being balanced by gains in sales to Latin-America and the Far Eastern countries.

The total decrease in exports to Europe for the year was \$1,455,000,000, of which \$825,000,000 was to Great Britain, \$285,000,000 to France, \$133,000,000 to Belgium, and \$95,000,000 to Italy.

Exports to Germany

Exports to Germany increased \$180,000,000 to \$382,000,000 in 1921, a total larger than in the pre-war year of 1914.

A decrease of \$100,000,000 in sales to Canada, the department report showed, was offset by gains of \$124,000,000 to Mexico and \$8,000,000 to Cuba.

In South America, gains of \$33,000,000 to Argentina, \$13,000,000 to Brazil, \$9,000,000 to Peru, and \$5,000,000 to Chile, were offset by losses to Colombia of \$19,000,000 and to Venezuela of \$9,000,000, leaving a net increase of \$33,000,000 in the 1921 exports to South America over 1920.

Imports from Europe Less

Imports from Europe dropped 20 per cent in value during the year, the report said, with Great Britain accounting for \$198,000,000 of a total loss of \$242,000,000.

Imports from South America decreased by \$375,000,000, or nearly 44 per cent in the past year. Brazil showed

a decrease of \$134,000,000, of which coffee imports accounted for a loss of \$89,000,000, although the quantity increased by 5,000,000 pounds. Cocoa beans, rubber and hides showed important decreases, the department added. Imports from Argentina declined by \$133,000,000, hides accounting for about \$60,000,000 and flaxseed for \$39,000,000. Chile and Uruguay lost \$35,000,000 each.

FOREIGN LAWS CHIEF IS HERE

**Division Head Will Be at Foreign
Commerce Bureau Until
Friday Next**

IS READY FOR CONFERENCES

The Bureau of Foreign and Domestic Commerce of the United States Department of Commerce, announces that Mr. A. J. Wolfe, Chief of the Bureau's Division of Foreign Laws, will be in New York from September 12 to 15, inclusive. While in this city Mr. Wolfe will make his headquarters at the Bureau's District Office, Room 734 Custom House.

Mr. Wolfe is particularly desirous of coming in contact with law firms specializing in the laws of foreign countries, and any such firms interested in consulting him may make appointments to see him by calling Broad 0794 on the telephone.

PORT RESOLUTION SIGNED

President Harding has signed the Edge-Ansorge joint resolution giving Federal authority for the development of the Port of New York in the manner proposed by the Joint Commission of New York and New Jersey in the treaty entered into by the two States on April 30, 1921. The treaty is for the purpose of relieving congestion in the Harbor by cooperative improvements. It has received the approval of the War Department.

VALUES OF PARK LANDS

The public park lands owned by New York City are appraised at \$489,989,000 as follows: Central, \$236,500,000; City Hall Park, \$31,196,000; Battery Park, \$16,527,500; Bryant, \$22,550,000; Riverside Park, \$15,152,500; Manhattan Square, \$11,275,000; Van Cortlandt Park, \$13,250,000; Bronx Park, \$8,611,900; Pelham Bay Park, \$5,775,000; Prospect Park, Brooklyn, \$33,600,000.

THIRD CLASS RATE GIVEN TO BOOKS

**Traffic Bureau of This Association
Aided in Obtaining Classifica-
tion for These Shipments**

AFFECTS SOUTHERN TERRITORY

The Traffic Bureau of The Merchants' Association has received a notice from the Southern Classification Committee announcing the adoption and forthcoming publication of third-class rates on books, N. O. I. B. N. in boxes or bundles, carload minimum weight 30,000 pounds.

At present there is no carload rating upon these shipments in the Southern classification territory, and the carload rate has been established as the result of an application by shippers filed with the Southern Classification Committee.

The Traffic Bureau cooperated with the applicants in preparing the application and in appearing before the Committee in support thereof. It is expected that the lower rate will be established shortly through a supplement to the current Consolidated Freight Classification.

HORSELESS AGE FAR OFF

Harness Age

That the horseless age is receding into uncertainty is shown by the U. S. Census figures, which give a grand total of 27,676,939 horses and mules on January 1, 1920, an increase of nearly a million in the last decade. Of the total, 20,667,319 horses and mules were of working age, coming four years and over. Approximately 17,000,000 were in harness, doing farm work, and 2,000,000, in round numbers, actually at work in cities, towns and villages. These 19,000,000 horses and mules in service require 9,500,000 sets of harness or equivalent.

FINAL POPULATION FIGURES

Final statistics placing the total population of continental United States at 105,710,620, or 27,512 more than announced last October when preliminary figures were given out, have been submitted to Speaker Gillett of the House of Representatives for apportionment purposes by Director William M. Steuart of the Bureau of Census. Final figures place the total population of the outlying possessions of the United States at 12,148,788, which brings the population for the entire country and its possessions to 117,859,358.

WHAT THE INTERNATIONAL COMMERCE MEETING DID

Editor of "The Nation's Business" Describes the First Congress of the World's Business Men in London—How the Difficulties of Language Were Overcome

BY MR. MERLE THORPE

Editor of "The Nation's Business,"
Organ of the Chamber of Commerce
of the United States

Those of us who gathered on the side lines of the first Congress of the International Chamber of Commerce at London had misgivings. We had known something of two "foreigners" trying to negotiate. Differences of custom, of tradition, of language, of race, all got in the way. Here, instead of two, were seventeen nationalities, seeking through interpreters to find common ground. Could it be done?

A Babel of Tongues

As I sat in the meetings, the Babel of tongues and gestures, with the repeated explanations of novel Latin, Anglo-Saxon, Teutonic, Oriental and Far West views on finance, production, distribution, transportation, brought again and again to my mind the case of Wilton Sargent, American railway magnate, who went to England to live. Kipling tells of his flagging the Induna Limited, the first and only time in the century or thereabouts the Limited had been thus summarily stopped. The incident led from Sargent's night in jail through reams of correspondence to a special ruling by the House of Lords and international complications. To Sargent the transaction was simple. He wanted to "board" the train. To the English, the use of this nautical term led to doubts as to Sargent's sanity. He offered to pay. "It is not a question of money. We must protect our property against such precedent." Finally, Sargent, annoyed beyond measure, unable to make head or tail of it, offered to buy the railroad. "Name the price." "But it is not for sale." "Surely at your price." "No, you do not understand——"

Limitations of Language

Kipling calls it an error in the Fourth Dimension, that shadowy realm which certain scientists declare is peopled by an unknown, unknowing, different life. And such a gulf, Kipling implies, lies between even English-speaking peoples—cousins! Imagine the width of it between, say the Czecho-Slovak and the Argentinian. A brother hedged about by alien speech, And lacking all interpreter.

So, many discussions were prolonged

indefinitely because of these limitations. A simple case: One word, "publishing," went into the French and came back into English "book selling." A very different thing, which called for debate on the general floor, and a correction.

M. Duchemin, the Dupont of France, made a plea for patience in getting the other fellow's view. "In England," said he, "when you say 'thank you' to a waiter, he puts more on your plate. In France, 'thank you' means, 'that's enough.'"

"Directors" and "Council"

At one time, the question of giving certain powers to the Board of Directors excited extended discussion. The Americans were nonplused because every one seemed to favor the idea until it was drawn up in writing. Finally, some internationally-minded delegate took the floor, forced attention long enough to explain through interpreters that a Board of Directors means many things to many peoples. To one nation it means paid managers, to another something like a shop committee. So the constitution was rewritten and the power in question given to a "council."

But struggling through racial barriers, which at times seemed well-nigh impassible, business leaders from Sweden and Holland, Japan and Italy, Poland and Czecho-Slovakia, France and England, Belgium and Denmark, Australia and America, appreciating the gravity of the world situation, worked through hours and days to bring about, as a delegate expressed it on the floor, "a common document, a common law, a common practice, which will be accepted by all the nations, and which will make it easier for commercial men to carry on international business."

The First Day

As national delegations began to arrive, there was evidence of unusual interest, not only in the enthusiasm of their preliminary meetings, but, as well, in the character of the men sent as delegates. From the United States there were 196 registered, and all branches of industry were represented. Seventeen countries brought the working attendance up to 400. Here was a novel experience; to watch successful executives analyze and "cut through" the

big economic problems which face the world today. What would they consider the logs in the jam? How would they set about to remove them? It had something of the thrill as if one sat in the emergency meeting of a Board of Directors whose one-hundred-billion-dollar company was facing bankruptcy. It ought to be exciting—and it was.

Business and Politics

On the first day, the Lord Chancellor, Viscount Birkenhead (a man, incidentally, who had fought his way up from the ranks, and naturally appealed to the Americans), as official representative of the British Commonwealth, declared the contribution of the International Chamber was not only useful, but essential, if the prosperity of the world was in the next decade to be reestablished at all. "Business is not concerned," said he, "with the distinctions between nationalities. In different stages of the world's history, the more patriotic writers on political economy have attempted to make the processes of business auxiliary to political or national objects. I confess I am of the number of business men who believe that the primary occupation of a business man is to carry on business, just as the primary occupation of politicians is to attend to politics."

Duty of Business Men

This, of course, brought cheers. Later on, the Lord Chancellor spoke of the special duty imposed on business men at this time, "because quite obviously they can give guidance upon these points which no other class in the whole world can give. After all, if you are dealing with medical matters it is more convenient to go to a doctor. If you are dealing with scientific matters, you probably would not choose a butcher for advice. Experience and common sense have habituated us to asking for and obtaining advice from specialists. There never was any pursuit known to me which was more specialized in its character, more specialized in the laborious attainment of the experience which leads to efficiency, than the occupation of business men. The world problems of today are those which business men alone can and must give guidance.

War's Devastation

"As a result of the devastating war,

HOW VIEWS OF BUSINESS MEN TOOK SHAPE IN LONDON

whole areas of the world's surface hitherto contributory to, and indeed forming a most material part of the aggregate available markets of the world, have been withdrawn from the service of business, and no substituted markets have been provided to take their place. The effect upon the currencies of the world, the debasement of the pre-war currency which has been occasioned by the unlimited extension of paper currency, has produced consequences very familiar to all upon the exchanges of the world. It is hardly too much to say it has established a state of conditions, a flux in the whole business world which is not only disturbing at the moment to any extension of enterprise, but threatens for a period, to which the most acute business mind can assign no limits, to prevent any restoration at all of the old pre-war spirit of confidence and enterprise.

The Exchange Problem

"The problem of the exchanges, which has forced itself upon the attention of the business world in so crude a form is one which, in its existing intensity, is almost a new one. No view could be more superficial than that which from time to time in this or any other country censures the capitalist. The capitalist is not, never has been, and I most sincerely trust never will be, a philanthropist. It would be a very bad thing for any individual country if its commercial community were suddenly to abandon business methods in the application of its capital, and substitute for those methods the somewhat vague influences of benevolence.

"I am bold enough," he added, "to suppose—and certainly the Government of which I am a member confidently believes—that it is in your power to render service that no other body of men can render," and he pledged the support of his government in acting upon the advice of the Congress on economic questions.

Business Advice for Government

Here, then, was a place to start from. The spokesman of a powerful nation had said that it would be ten or twelve years before normal could be reestablished, and that governments wanted the advice of business men. Very well. First, let's cut down the gentleman's estimate of ten years. Let's find the obstacles to an earlier restoration, and remove them. It's our kind of a job. Coats off, and to it!

Upon scrutiny, the obstacles fell into

two classes: those political and those purely of the business world.

Tackling the first, the business men reached these conclusions (the ideas are theirs, the words are mine):

"The most important factor in the resumption of normal trade is the restoration of confidence. Confidence that governments will endure and peoples will work and pay will beget adequate credit and financial resources."

Then human nature asserted itself in an "I told you so——"

"A year ago, at Brussels and at Paris, we emphasized the urgent need of financial reform of governmental expenditures if grave disaster were to be avoided."

"Little has been done, and many of the evils anticipated are upon us."

"It ought to be apparent now that confidence and prosperity cannot be restored until all governments, yours and mine, without delay, remove burdens so largely responsible for widespread unemployment and paralysis of industry."

Advice of Business

If governments sincerely wish the advice of business men on this business subject, it is:

1. Drive the knife deep into governmental expenses.
2. Stop printing paper money.
3. Study carefully the effect which the Inter-Allied debts and the payment and use of the German reparations will have on exchanges. We will help.
4. Disarm according to the treaties, and thereby reduce budgetary expenses.
5. Support export credit organizations, but let private enterprise create and run them.
6. To governments with depreciated rate of exchange—don't contract new external debts.
7. Grant the greatest possible liberty to all commercial and financial transactions.
8. Remove the system of double taxation—a heavy burden on international trade.
9. The Ter Meulen plan of export credits we have examined carefully. It is all right. Support it.
10. Don't harass a foreign bank, just now of all times.
11. Consider: A tax on export of raw materials inevitably increases cost of product.
12. Don't make it so hard for commercial travelers, with burdensome, complicated and difficult formalities as to their samples, and the slow and irritating procedure of identification.

13. Simplify passports, abolish exit visés, fix moderate fees for entrance and transit visés.

14. Government control or operation of business renders trade conditions uncertain and artificial. Desist.

These were the suggestions to governments. Not flipped off as I have written them, but after days—and nights—of consideration.

What Business Should Do

Nor in the searching analysis did the delegates spare themselves. Here are some of the tasks business may do without the help of government in clearing away obstructions:

1. Arrange for a combined rail and ship bill of lading.
2. For a uniform ocean bill of lading.
3. Interpret f. o. b. and other trade terms to importers, exporters, bankers, forwarding agents, ship owners and underwriters of each and every country.
4. Reduce waste in the production and use of raw materials.
5. Learn definitely the status of construction in each country.
6. Get accurate statistics on materials essential to the world's economic life, and make them promptly available.
7. Set up machinery to settle trade disputes by arbitration, thus eliminating the law's delay and the fear of the law's delay.
8. Confer with science and religion in an effort to adopt an unchangeable calendar.
9. Standardize in factories; eliminate multifarious parts.
10. Establish on great international traffic routes through freight trains.
11. Work together for improvement of international telegraph, cable, telephone and wireless communications.
12. Create free zones for reexportation of goods.
13. Restore and extend pre-war international postal services; pay losses promptly; extend to all countries the system of declared values.

The Business Prescription

Here, then, is the prescription written by business experts, after careful diagnosis of the complaint of Mr. Economic World, Patient Extraordinary. And the sceptic who has attended conventions before, and passed resolutions before, may as well be answered right here and now. Our doctors agreed not to leave the patient merely with directions for finding the drug store. They promised to stay by the patient in their

GROUP MEETINGS CONSIDERED SPECIAL TRADE PROBLEMS

respective countries, urging upon him the medicine prescribed, carefully reporting on progress.

The business leaders of the International Chamber of Commerce, in other words, will work faithfully with parliaments and among their kind to make their program effective.

An International Type

If you were in the neighborhood of ancient and venerable Westminster Abbey during the week of June 27, and you had dropped into Central Hall, Westminster, you would have found yourself in company with five or six hundred men, hurrying to various halls in the building. Of the executive type, these men; one couldn't tell them from an American crowd if the silk hats were put out of sight and three score flowing white beards were taken to the "hair dresser" around the corner for major operation.

Follow those into the larger hall on the left. Dr. Walter Leaf, Great Britain, respected and influential president of the Institute of Bankers, is presiding. With him on the platform are: F. O. Watts, president of the First National Bank, St. Louis; Geo. E. Roberts, vice-president National City Bank, New York; M. Gaston Perier, director, Banque d'Outre-Mer, Brussels; M. Simon, director Société Générale pour le Développement du Commerce de l'Industrie en France; M. M. Fougère, president, Association Industrielle; M. Giorgio Mylius, president Italian Cotton Association, and M. Luigi Della Torre, Senator, president Fédération des Banques Italiennes, Milan.

The Finance Group

It is the Finance Group. Just now they are discussing loss of markets through the derangement of exchanges and the consequent insecurity of the financial situation, dangerous alike to individuals and nations. Professor Cassel of Holland, whose paper last year on the world's monetary problems was said to be the most incisive analysis of its kind, is warning the Congress of the dangers of a rapid deflation. What is wanted to revise trade is stability of exchange. He counsels the countries with heavily depreciated currency not to attempt the restoration of its value to the pre-war parity with gold, but to give it a definite gold value forthwith on the basis of its present approximate value.

When the interpreter has finished,

Sir Felix Schuster, eminent British banker, agrees that rapid-fire deflation is dangerous. He makes a proposal which startles his hearers and sets those who do not understand English appealing to their more linguistic friends for information in advance of the official interpreter. What is his proposal? Europe should sacrifice a rapid restoration of stability which would revive trade, for stability in, say, ten years' time. But Sir Felix does not get unanimous approval. Some one is saying that there is only one road to increased wealth, and that is increased production and exchange. A stranger whispers in my ear: "Production of commodities is a damn sight easier just now than the exchange of commodities." The banking community splits on the suggestion of Sir Felix. Mr. Reginald McKenna, for example, goes along with Professor Cassel. After discussion, Professor Cassel's amendment to strike out "and progressively decreased" in the motion urging nations to stop inflation of currency, is defeated.

As to the Reparation Bonds

The delegates are now discussing double taxation, disarmament, export credits. Some one mentions "inter-allied debts" and "German reparation bonds." This brought out one of the high lights of the Congress. Mr. George E. Roberts, vice-president of the National City Bank, and well known to our readers as a frequent contributor to "The Nation's Business," took the platform to explain the economic situation of the United States and set at rest certain misconceptions prevalent in Europe which picture the United States as the rich profiteer of the Great War, declining to share its burdens. Expressing sympathetic understanding of the desperate plight of European nations, with depreciated currencies, heavy taxation, the stupendous burden of external as well as internal debt, and unemployment, Mr. Roberts pointed out in his clear style that the United States business men were facing problems just as great and as complicated. They find their customers impoverished and unable to buy on account of high exchange, and as a result of the disorganization of industry they are suffering in common with the rest of the world. He further set forth the futility of any attempt to market the German reparations bonds in the United States. America, according to the census reports, has great wealth, it is true, but this wealth is spread over wide territory, and con-

sists largely of farms and town property. Our people are not accustomed to invest their surplus in our own national undertakings, and they distrust their judgment when it comes to foreign securities.

During the war, said Mr. Roberts, the United States swept up twenty-five billions in loans. On account of this, every part of the country today needs improvements. Fifteen billion of tax-exempt securities involve the situation, and Europe should not accuse us of usury if her bonds have to meet such competition.

From every quarter of the Congress, and from the European press, one heard that Mr. Roberts had cleared the air.

The Transportation Tangles

Now, across the hall to the group of men finding ways of removing obstacles in the Transportation and Communication field, Mr. Walker D. Hines, formerly U. S. Railway Administrator, presided.

Mr. C. S. Haight of New York City is speaking for the American delegation, pleading for concrete and immediate action in the matter of uniform bills of lading. The French and English delegates oppose it on the ground that it is impracticable. Dr. Bishop of England thought the effort ill advised. He pointed out that the International Law Association was engaged in this work—"the first thing the association undertook when it was founded in 1873." He felt the way was not as the Americans wished, by mutual understanding among shipowners, but by uniform legislation in various countries. Finally the delegates met on common ground, and a program was adopted satisfactory to all.

There was one spectator who entered this group feeling that the question of bills of lading was "small stuff," worth at the most five minutes of the Congress. But after listening to a four hours' debate he became convinced that nothing was so important to the quickening of world trade as this one thing. It involves banker, insurance company, shipowner, manufacturer and shipper.

Border Interruptions

So with through freight trains. Present-day procedure of inspection, unloading and reloading at boundaries, remind one of the border between France and Spain. The railway gauge in Spain is a few inches wider than that of France, built, so they say, to impede the progress of an invading army. So

SUMMARY OF WHAT THE INTERNATIONAL CHAMBER DID

passengers and freight are all moved at the line from French cars to Spanish cars. They tried, in the case of sleeping cars, to lift these by huge cranes from truck to truck, but without success. The same criminal delay is experienced on other continental boundaries because of regulations. Imagine, if you can, the waste in the United States if such a situation prevailed between States!

But we must swing on down the hall to the Production group. Here M. Duchemin of France directed the discussions which centered around raw materials and construction, with recommendations (set forth above) as to standardization, fuel conservation, production statistics. Here the French delegation, supported by the Belgian and Dutch, was advocating the abolition of export and import duties on raw materials. The Americans declined to accede to such a statement of principle, carried the fight through the Resolutions Committee to the floor of the general convention, where the British supported the Americans, and the recommendation was passed without stating the principle for import duties.

Obstacles to Distribution

While we have been looking in on these groups, distributors—exchange men, jobbers, wholesalers—are locating obstacles in their field, and finding ways and means of overcoming them. Perhaps the greatest interest was taken in the question of settling commercial disputes out of court. The law's delays, the *ever-present* fear of the law's delays, the acrimony that almost always develops—one obstacle which is slowing up millions of dollars' worth of commerce each year. All, I think, were agreed as to the wisdom of arbitration and conciliation. Surely a simple matter to set up the machinery. But not so fast: In the United States there are forty-eight laws on the subject; in New York State, at least, arbitration awards are binding in law. France has pending in the Deputies a bill on the subject quite unlike that of any other country; already various trades in England have arrangements of long standing. In fact, two whole days were devoted to the question.

Conciliation and Arbitration

It had to be made clear at the outset—and here the translation difficulties were critical—that what certain countries by age-old tradition regarded as conciliation the English-speaking coun-

tries regarded as arbitration. Further, that arbitration *per se* could not be entangled with legislation or legal proceedings.

The various nations, when on the second day they became familiar with arbitration as it is understood in the States, and particularly between the States and South America, saw it was much more desirable than the so-called "legal arbitration." The French and Italians, however, felt it would be impossible for arbitration to have any effect in either of their countries without the backing of some legislation. They proposed to push for such legislation as fast as possible.

"For many, many years," some one is speaking, "we have wanted facilities for international arbitration. Now for the first time we have a proper basis in the International Chamber, with its headquarters in Paris."

It was unanimously left for the Council—not the Board of Directors—to set up the machinery.

And What Came Out of It?

So, with the four groups through the week, each passing up to a clearance committee its recommendation, which in turn presented them on the final day to the entire Congress. Throughout, the onlooker could not fail to get these impressions:

The high quality of the delegates: They were men of wide and successful business experience.

The appreciation on their part of the gravity of the world situation.

The unselfishness—or, if you will have it, the enlightened selfishness—which prompted all. One expressed it: We have a common problem; selfish national interest at this time will wreck us.

The eagerness with which alien minds tried to get the other fellow's point of view.

The crystallization—it was at first a hope—of a belief that a common commercial union of the races of the world is something more than a possibility.

"Historians tell us," said a British business man of international reputation, to me on the last day, "that all wars have in some way brought benefit to some one. So far, no nation has profited from the great war. We all fondly looked for a political union, disarmament, future peace. Perhaps, who knows, from an unexpected quarter we may get a commercial union, built on common rules and common practice, which may bring such rewards to man-

kind as to eclipse our other dreams. If so, my two boys who fell in Northern France will not have died in vain."

SIX MILLION FARMS

There are 6,448,366 farms in the United States, according to the Bureau of the Census. Of this number, on January 1, 1920, 3,925,095 were operated by their owners, 68,525 by hired managers, and 2,454,746 by tenants. Of the total number of farms, 60.9 per cent were operated by their owners, 1.1 per cent by managers, and 38.1 per cent by tenants. In 1910, 62.1 per cent of the farms were operated by owners, 0.9 per cent by managers, and 38.1 per cent by tenants. The distribution in 1900 was, owners 63.7 per cent, managers 1.0 per cent, and tenants 35.3 per cent; in 1890, owners and managers together, 71.6 per cent, and tenants 28.4 per cent; in 1880, owners and managers 74.4 per cent, and tenants 25.6 per cent. It is evident, therefore, that there has been a gradual decrease in the proportion of farms operated by their owners and a corresponding increase in the proportion operated by tenants.

The number of farms operated by their owners in 1910 was 3,948,722. The 1920 figures given above thus show a decrease in this class of farms during the decade amounting to 23,627.

In the census reports a distinction is made between farmers operating their own land only and farmers who hire some land in addition to that which they own. The former are classified as "full owners" and the latter as "part owners." The number of farms operated by full owners in 1920 was 3,366,540, and the number operated by part owners 558,549. In 1910, 3,354,897 farms were reported as operated by full owners and 593,825 by part owners. There was, therefore, an increase of 11,649, or 0.3 per cent, in the number of farms operated by full owners and a decrease of 35,276, or 5.9 per cent, in the number operated by part owners.

The States in which 80 per cent or more of the farms were operated by their owners in 1920 include Maine, New Hampshire, Massachusetts, Connecticut, Nevada, Utah, Montana, Vermont, New Mexico, Wyoming, Wisconsin, Rhode Island, Idaho, West Virginia, Michigan, Arizona, Washington and Oregon.

The number of farms operated by hired managers in 1920 was 68,525, as against 58,104 in 1910, representing an increase of 10,421, or 17.9 per cent.

WAR DEPARTMENT SUPPLIES BACK?

Complaints Are Made That Supplies Sold Cheaply in France Are Being Sent Here

SHIPMENTS ARE FOR SALE

The suspicion that war supplies sold by the War Department in France are being reshipped to this country in disguise, and sold at low prices here, has brought appeals to The Merchants' Association to cooperate in preventing breach of faith on the part of the French purchasers of these supplies.

New Orleans Seeks Legislation

The New Orleans Association of Commerce has asked the support of The Association for legislation designed to make it difficult or impossible to re-export to the United States the war supplies sold in France after conclusion of peace.

The Boston Chamber of Commerce asked this Association to ascertain the volume of these goods entering the United States through the Port of New York, and an effort was made to do so.

As the entries of the Custom House do not indicate whether or not the merchandise imported was manufactured in the United States, and as much of it has been rebranded and relabeled, exact figures are not ascertainable.

Some of the Articles Returned

Appeal to the Chief of the Bureau of Foreign and Domestic Commerce brought the information that although the matter had been called to his attention, he had no definite information respecting the volume of this class of goods entering through the Port of New York. He added that he had received communications from houses interested in motor trucks, razor blades, canned goods and other articles.

The matter is being followed up by The Merchants' Association.

CONVENTION NOTES

Changes in the List of Events for September and New Events Secured

The Convention Bureau of The Merchants' Association announces the following addition and correction in the list of September conventions published

in last week's issue of "Greater New York":

Eastern Association of Glass Distributors—September 27-28.

National Cotton Exposition—listed September 12-17, cancelled.

National Industrial Conference Board to have only a Board meeting in September.

During the month of August the Convention Bureau secured the following conventions for New York City:

American Railway Association—November, 1921.

National Association of Steel Furniture Manufacturers—Fall, 1921.

New York State Association of Electrical Contractors and Dealers—January, 1922.

COURSE SCHEDULED IN FREIGHT TRAFFIC

Students Will Have Opportunity To Learn Details of Traffic Management

WALL STREET DIVISION N. Y. U.

The Wall Street Division of the School of Commerce Accounts and Finance of New York University will give a course in Freight Traffic Management during the coming term, beginning on Friday, September 23.

The class will be conducted by Mr. Asa Colton, Managing Editor of the "Shippers' Advocate," and lecturer on trade and transportation. In addition to the routine instruction, which includes the use of documents and traffic publications, authorities on various phases of traffic work will give talks to the class, and the New York University Transportation Club's monthly sessions will give an opportunity to students to hear speakers on various aspects of domestic and foreign traffic. The next meeting of this club will take place on Thursday, September 15, at 8 P. M., at 90 Trinity Place, where the course will be given. All who are interested in traffic matters are invited to attend this meeting.

Details regarding the course may be obtained by addressing Mr. Colton at 90 Trinity Place, at the corner of Thames Street, Telephone Rector 0065.

WAGE EARNERS IN THIS COUNTRY

On the basis of the United States Census returns, it is estimated that approximately 45,000,000 persons in this country are wage earners.

SWINDLERS USING NAME OF K. OF C.

"Collectors" Anticipate Forthcoming Drive of the Knights for a Building Fund

ALSO USE ITALIAN CAMPAIGN

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The Knights of Columbus have issued an emphatic warning against bogus collectors who are attempting to defraud the public by appealing at this time for a \$2,000,000 building fund for the organization. A cripple with a wooden leg who calls himself "Hines" has been frequently reported as using the name of the Knights to secure money.

Collectors Must Have Credentials

Mr. William P. Larkin, who heads the committee concerned, makes the following statement: "No one is authorized to canvass for the K. of C. building fund until the campaign opens in November. Then no person without proper credentials should be trusted."

Public Is Cautioned

The general public is further cautioned against solicitors for the fund of \$1,000,000 which the Knights will expend on American welfare work in Italy. Supreme Secretary William J. McGinley says: "This million dollar campaign will be conducted solely among the members of the Knights of Columbus. We shall not ask the general public to contribute a penny to this fund, as it is a K. of C. undertaking for foreigners in a foreign country."

Tell the Police

It is urged that anyone who is approached for money in the name of the K. of C. should communicate instantly with the local chapter headquarters, Bryant 0143, or should report to the police.

GOLD IMPORTS LAST YEAR

Gold imports into the United States during the fiscal year 1919-1920, reached a total of \$650,000,000 which exceeds the total of any year excepting 1917, when the imports were \$977,000,000.

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"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, SEPTEMBER 19, 1921

No. 33

Daylight Saving This Year a Great Success

Figures and Data Compiled by the Eastern Zone Daylight Saving Association Reveal the Strong Sentiment in Favor of the Reform Which Exists Throughout the North Atlantic States Where the Chief Industrial Centers of the Country Are Located

The Eastern Zone Daylight Saving Association, of which Mr. A. Lincoln Filene, of Boston, is President, and Mr. John R. Young, Manager of the Convention Bureau of The Merchants' Association, is Secretary, has been actively engaged in collating data regarding the attitude of the various localities in the Eastern Time Zone with reference to the matter of Daylight Saving.

Purpose of the Organization

The purpose of the Daylight Saving Association, which was formed last spring in the offices of The Merchants' Association by a representative group of commercial organizations in the Zone, is to secure the passage by Congress of a bill that will provide for the observance of Daylight Saving on a five months' basis in Time Zone No. 1, or the Eastern Time Zone. Efforts to date have been concentrated on preparatory and preliminary work, in order that, when the appropriate time arrives, strong pressure may be brought to bear for the bill. It is hoped that Congress may see fit to act favorably upon this matter during its next session.

Strong Sentiment for Daylight

In spite of the numerous handicaps and obstacles to the operation of Daylight Saving under present conditions, such as the State law of Connecticut, which prohibits the turning of the clocks, and the opposition and threats of the agricultural population, the will

of the majority of the people, as indicated in the replies to the questionnaire which was sent out by The Eastern Zone Daylight Saving Association, will make itself manifest. It has been impossible to secure an absolutely complete list of the places which are operating under Daylight Saving or would be favorable to it if adopted for the entire Zone, but nevertheless the information which this organization has been able to gather shows that more than 50 per cent of the population of Time Zone No. 1 are advocates of an extra hour of sunshine.

States in the Eastern Time Zone

The States included in the Zone are Connecticut, Delaware, District of Columbia, Florida, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and part of Georgia and Ohio.

Education Needed in the South

There is no doubt that the percentage in favor of Daylight Saving would be much more than 50 per cent, were it not for the fact that the Southern States have not up to now been educated to think along the lines of Daylight Saving. Their attitude has been largely one of indifference, rather than opposition. This neutrality is undoubtedly caused by the absence of any great number of industrial centers in that section of the country. The State of Mary-

land, however, is illustrative of an exception to the indifference of the Southern cities, inasmuch as 52 per cent of its population has expressed itself favorably on the matter of Eastern Zone Daylight Saving. But in spite of the present lack of Southern interest, there is every reason to believe that the passage of a Federal law, such as favored by the Association, would be readily accepted by the cities of the South.

Cities Demand Daylight Saving

Out of 152 cities in the Eastern Time Zone which contain more than 25,000 inhabitants, 114 have either advanced their clocks one hour or would be favorable to so doing if the Zone law could be passed, this number being, in terms of population, more than 83½ per cent. Office employees and industrial workers are mainly represented by these figures and that branch of the population stands firmly behind the purpose, efforts and accomplishments of this Association.

An Industrial Zone

The Zone is not mainly an agricultural one and it therefore seems improbable that the minority opposition of the farmers will overcome the large majority support of the inhabitants of the cities and outlying districts. As regards the opposition of the agricultural population, it may be of interest to mention that although, many farms have been affected by the moving of the clocks in various cities, towns and vil-

CONNECTICUT LEGISLATURE DEFIED BY DAYLIGHT TOWNS

lages, there has been no evidence of a decrease in food production during the summer of 1921.

Action of States

The action of the various Northern States in regard to the matter of Daylight Saving has been interesting and varied.

In Massachusetts a State law was

95½ per cent of the population are so doing. It is safe to state that almost all of the remaining 4½ per cent has taken similar action, but the investigation of this Association could not cover the smaller villages.

Strong Feeling in New Jersey

More than three-quarters of the population of New Jersey are favorable to the

tically unanimous in their expression of approval.

The incomplete data thus far secured have served to encourage the Eastern Zone Association, convincing it that Daylight Saving is earnestly desired by a large majority of the population in the Eastern Time Zone who appreciate the benefits derived from it.

Prefer Daylight

*Places in the Eastern Time Zone
Operating Under Daylight
Saving During the Summer
of 1921*

State	Total Population	Operating under Daylight Saving	Favorable to Daylight Saving if adopted for the Eastern Time Zone	Total operating under or favorable to Daylight Saving if adopted for the Eastern Time Zone	Percentage operating under Daylight Saving	Percentage operating under or favorable to Daylight Saving if adopted for the Eastern Time Zone
Connecticut.....	1,380,585	854,938	131,656	986,594	61½ %	71 %
Maryland.....	1,449,661	.....	756,106	756,106	.....	52 %
Massachusetts.....	2,852,856	3,852,856	.....	3,852,856	100 %	100 %
New Jersey.....	3,155,374	2,365,823	29,018	2,394,841	74¾ %	75¾ %
New York.....	10,385,227	7,877,121	230,686	8,107,807	75¾ %	78 %
Rhode Island....	604,397	679,894	.....	679,894	95¾ %	95¾ %

adopted providing for Daylight Saving. This is the only State which has taken such action.

The Legislature of the State of Connecticut passed a law prohibiting the use of other than standard time, which prevented most of the Connecticut towns or municipalities from turning their clocks. However, they overcame this restriction by beginning work one hour earlier and stopping one hour earlier and, in fact, engaging in all activities according to Daylight Saving time; that is, they actually disregarded clock time and operated entirely under Daylight Saving. A few of the more fearless communities moved their clocks in spite of the State law and apparently there was no interference. Out of a population in this State of 1,380,585, not less than 854,938, or 61½ per cent, operated under Daylight Saving, and 131,656 more would be favorable to it if a Federal law were enacted, which increases the percentage to 71. The determination of Connecticut localities to operate under Daylight Saving in spite of prohibitive legislation is a splendid illustration of the feeling of the majority of the people on this matter.

Heavy Majority for Daylight Here

In New York the State law providing for moving the clocks was repealed, but the privilege of local option was extended. Accordingly 75½ per cent of the population took advantage of the local option clause and an additional 2½ per cent have expressed themselves favorably on the matter in question.

Rhode Island is practically operating under Daylight Saving. The figures obtained by this Association indicate that

purpose of this Association, as indicated by the fact that out of 3,155,374 inhabitants, the figures show 2,394,841 in support.

In New Hampshire and Maine, many of the individual cities, towns and villages observed Daylight Saving, although the State laws made no provision for such action. Many additional places would welcome the adoption of the measure toward which this Association is directing its efforts.

Very nearly a majority of the population of the State of Pennsylvania is favorable to Daylight Saving, the cities of Philadelphia and Pittsburgh both having operated under its beneficial influence this year.

Sentiment Is General

The Eastern Zone Daylight Saving Association is firmly convinced that, if adopted for the entire Time Zone, Daylight Saving would prove both favorable and beneficial to a very large proportion of the population. The general sentiment seems to favor the period beginning the last Sunday in April and ending the last Sunday in September of each year. A great number of people are now opposed to Daylight Saving because of the confusion which local option is bound to create. This objection would naturally be removed by Federal action. As a result of the investigations made, numerous expressions of opinion have been given regarding the more satisfactory operation of Daylight Saving when uniformly adopted. These comments are not confined to any one State. They are, in fact, very general as regards the territory covered, but prac-

Connecticut
Ansonia
Bridgeport
Danbury
Derby
East Hartford
Fairfield
Groton
Hamden
Hartford
Meriden
Milford
Naugatuck
New Haven
New London
Norwalk
Rockville
Shelton
Stamford
Stonington
Stratford
Torrington
Wallington
Waterbury
Watertown
West Hartford
Wethersfield

(Many of these Connecticut places have not moved clocks forward, because the State law prohibits it, but nevertheless are operating according to daylight saving time.)

Delaware
Wilmington
Florida
Maine
Auburn
Augusta
Bangor
Bath
Brewer
Brunswick
Durham
Eastport
Gardiner
Kennebunk
Lewiston
Lisbon
Lisbon Falls
Millinocket
Old Town
Portland
Rockland
Saco
Sanford
South Portland
Westbrook

Massachusetts
Entire State, according to State law.
New Hampshire
Nashua
New Jersey
Irvington
Jersey City
Kearny
Keyport
Lodi
Long Branch
Lyndhurst
Madison
Millville
Montclair
Morristown
Newark
New Brunswick
Newton
North Bergen
North Plainfield
Nutley
Orange
Passaic
Paterson
Pennsauken
Penns Grove
Perth Amboy
Plainfield
Plainville
Princeton
Prospect Park
Rahway
Red Bank
Ridgewood

POPULATION CENTERS WHICH FAVOR DAYLIGHT SAVING

Reesevelt
Roselle
Roselle Park
Rutherford
Somerville
South Amboy
South Orange
Summit
Tenafly
Trenton
Union

Vineland
Wallington
Weehawken
Westfield
West Hoboken
West New York
West Orange
Woodbridge
Woodbury
Wrightstown

New York

Albany
Amityville
Amsterdam
Auburn
Babylon
Baldwinsville
Ballston Spa
Bayville
Beacon
Bellport
Bluepoint
Brightwaters
Bronxville
Buffalo
Canajoharie
Canastota
Carthage
Catskill
Cedarhurst
Chatham
Cohoes
Corinth
Cornwall
Cortland
Croton-on-Hudson
Depew
Dolgeville
Eagle Nest
East Aurora
East Hampton
East Rockaway
East Syracuse
Ellenville
Farmingdale
Floral Park
Fort Edward
Frankfort
Freeport
Fulton
Garden City
Geneva
Glen Cove
Glens Falls
Gloversville
Goshen
Green Island
Greenport
Groton
Hamburg
Hastings-on-Hudson
Haverstraw
Hempstead
Herkimer
Hudson
Hudson Falls
Ilion
Irrington
Ithaca
Johnstown
Katonah
Kenmore
Kingston
Lackawanna
Lake Placid
Lancaster
Larchmont
Lawrence
Liberty
Little Falls

North Carolina

Gastonia
Akron
Ashland
Barberton
Columbus
Cuyahoga Falls
Dennison

Ohio

Kent
Lancaster
Newark
Norwalk
Toledo

Pennsylvania

Ambler
Ambridge
Avalon
Beaver
Bellevue
Brackenridge
Bradford

Bristol
Carnegie
Carriek
Charleroi
Cheltenham
Chester
Clairton

Coatesville
Columbia
Conshohocken
Coraopolis
Darby
Donora
Dormont
Downingtown
Duquesne
Erie
Etna
Franklin (Venango Co.)
Harrisburg
Homestead
Lansdale
Lansdowne
Lower Merion Twp.
McKeesport
McKees Rocks
Marcus Hook
Mechanicsburg
Media
Middletown
Millvale
Munhall

Barrington
Bristol
Burrillville
Central Falls
Coventry
Cranston
Cumberland
East Greenwich
East Providence
Johnston
Lincoln

Bennington

Rhode Island

Newport
North Providence
Pawtucket
Providence
South Kingston
Warren
Warrick
Westerly
West Warwick
Woonsocket

Vermont

North Bennington

For Federal Law

*Places in the Eastern Time Zone
Not Operating Under Daylight
Saving but Favorable to It
If Adopted for the Eastern
Time Zone*

Connecticut

Berlin
Bristol
Darien
Greenwich
Jewett City
Norwich
Orange

St. Petersburg

Florida

Belfast
Calais
Dexter
Fairfield

Maryland

Annapolis
Baltimore
Concord
Dover
Exeter

Frederick
Franklin
Keene
Manchester

New Hampshire

Lambertville
Phillipsburg

New Jersey

Batavia
Binghamton
Canandaigua
East Rochester
Elmira Heights
Genesee
Gouverneur
Hornell
Jamestown
Mount Morris
Newark

New York

Concord
Fayetteville
Athens
East Cleveland

North Carolina
Greenville
Wilmington

Ohio
Marietta
Wellston

Pennsylvania

Allentown
Altoona
Archbald
Bangor
Barnesboro
Beaver Falls
Bethlehem
Bradford
Carlisle
Danville
Easton
Fairview
Ford City
Greenville
Hanover
Hollidaysburg
Huntington
Indiana
Jeannette
Jersey Shore
Johnsbourg
Juanita
Kane
Lansford
Lock Haven
Midland
Milton

Vermont

Bellows Falls
Brattleboro
Burlington
Montpelier

Virginia

Richmond

West Virginia

Clarksburg

Elkins

OIL WASTES

**Position of This Association Is
Upheld by National Fire Pro-
tection Association**

The Merchants' Association, through its Committee on Pollution and Sewerage, has persistently opposed the discharge of oil wastes into the New York Harbor. The National Fire Protection Association, at its recent convention in San Francisco, adopted the following significant resolution:

"Whereas, The discharge of oil or oil refuse from tankers and oil burning steamships and from land establishments has resulted in the pollution of rivers and harbors and the creation of a fire hazard, as illustrated by destructive fires involving shipping and piers; be it

"Resolved, That the National Fire Protection Association expresses its approval and extends its support to the passage of the amendment to the Federal river, and harbor regulations now before Congress, and be it further

"Resolved, That the National Fire Protection Association favors the enactment of State regulations and City ordinances, forbidding the discharge of oil or oil refuse into navigable waters or tributaries thereto.

MEMBERS PLEASED WITH SERVICE

**Large Paper House Expresses Its
Sense of Obligation for Assist-
ance in Foreign Trade**

ELEVEN NEW MEMBERS ELECTED

The Foreign Trade Bureau of The Merchants' Association frequently receives acknowledgments from members whose interests it has served in foreign trade matters. The following letter is from a large paper house which has been established for many years in this City:

"We acknowledge with thanks yours of September 9th, and appreciate the thoroughness with which you have answered our questions, the answers to which have helped us greatly in determining a line of action. To be able to secure on call such full data is in itself a sufficient reason for membership in your Association, and when it is considered that this Foreign Bureau is but one of the many departments that the perplexed merchant can turn to for advice, the reasons for membership are multiplied many times over."

Many Inquiries Answered in August

During August the Bureau answered ninety-five inquiries in connection with the purchase or sale of merchandise in foreign trade, these inquiries including 404 commodities. The names of 6,378 American houses were suggested to the inquirers.

New Members Elected

The following individuals, firms and corporations were elected to membership in The Merchants' Association last week:

Curtis-Brislin Lumber Company, Incorporated, Mr. Andrew J. Brislin, President, 3290 Atlantic Avenue, Brooklyn—Retail Lumber.

Davega, S. B., Company, Mr. S. B. Davega, President, 831 Broadway—Sporting Goods.

Hamburger, Henry W., Company, Mr. Samuel Hamburger, 38 Union Square—Importers beaded bags and novelty jewelry.

Metropolitan Dye Works, Incorporated, Mr. Edmund A. Funke, President, 180th Street and Bronx River—Dyers and Cleaners.

Phillips Business Directory of New York, The, Mr. John F. White, Publisher, 13 Astor Place—Publishing.

Sartorius & Gips, Mr. Lester M. Gips, 142 Fifth Avenue—Manufacturers Women's Neckwear.

Schanzer, S., Company, Mr. S. Schanzer, 43 West Twenty-fourth Street—Manufacturers fancy knit goods.

Schonfeld, Mr. Jacob, 403 Broadway, 14 Union Square, 24 Stone Street—Office Furniture.

Serrell, Mr. Arthur H., 233 Broadway—Patent Attorney.

Siff, Mr. Samuel, 101 Canal Street—Hosiery and underwear.

Tomby, B., Incorporated, Mr. F. J. Peters, President, 9 East 47th Street—Importers of China.

DEMAND REPEAL OF PROFITS TAX NOW

**Members of This Association Are
Urged to Place Themselves
on Record by Telegraph**

The Merchants' Association has received from many of its members strong protest against the proposal that the pending repeal of the excise profits tax shall not become effective until January 1, 1922, thereby leaving the business operations of 1921 still subject to the tax.

Made Applicable to This Year

The bill passed by the House of Representatives provides for such postponement; the Senate Finance Committee has also just endorsed the postponement and the excess profits tax is therefore likely to apply to the business transactions of this year unless vigorous and general protest from business men leads Congress to recede from its position.

The President and the Secretary of The Treasury both contend that the repeal should date from January 1, 1921, and it is highly important that business men should express their views to Congress in order, if possible, to induce Congress to recede from its position.

The sentiment both of the House Ways and Means Committee and the Senate Finance Committee favors making the repeal retroactive, but both Committees have yielded to the pressure of the farmer-labor bloc in the Senate and the House. To overcome the political influence of that bloc, vigorous protest by business interests is necessary and all members of The Association are therefore urged at once to tele-

graph their protests against deferring the repeal of this odious and harmful tax.

Send Telegrams to This Address

Telegrams should be addressed to the following: The President; the Hon. Boies Penrose, Chairman of the Senate Finance Committee; the Hon. Joseph W. Fordney, Chairman of the House Ways and Means Committee; Senator James W. Wadworth and Senator William M. Calder.

The following telegram was officially sent by President William Fellowes Morgan last month. It is expressive of the attitude of The Merchants' Association:

"We urge that repeal of excess profits tax be made effective as of January 1 of this year instead of next year, as proposed by the House Ways and Means Committee. This tax is extremely detrimental to business, results in serious discrimination between competing firms, is very difficult of administration, and imposes upon all corporations a great burden of cost for expert legal and accounting services.

"The entire business community has long urgently demanded a simplification of our taxing system, and especially that other and more simple methods be substituted for the excess profits tax.

"The Treasury Department is already several years behind in auditing and finally adjusting the returns of excess profits taxes, thereby subjecting the business world to long continued uncertainty as to the final amount of their tax obligations. This delay and uncertainty is extremely harassing and very detrimental to business interests. In our opinion, an end should be put to these conditions at the earliest possible moment.

"We urge that the repeal date from the beginning of this year."

LONDON'S LEATHER FAIR

The Merchants' Association has received a notice from the British Consulate General to the effect that the Twenty-second International Shoe and Leather Fair is to be held at the Royal Agricultural Hall in London, October 3-7, inclusive, 1921.

The notice states that every section of the shoe and shoe leather industry is to be represented in the Fair and that overseas visitors are cordially invited to attend the exhibition.

ASKS SCHOOLS TO AID LITTER WAR

Request Sent to City Superintendent for Cooperation of Pupils Like That of Last Term

ANTI-LITTER BUREAU ACTIVE

At the close of the school term last June, Mr. Frank A. Rexford, Assisting in the Supervision of Civics in the office of the Superintendent of Schools, sent his congratulations to The Merchants' Association's Anti-Litter Bureau, and offered cooperation for the future.

Seeks Cooperation Again

In accordance with the spirit of this letter, the Anti-Litter Bureau has written to Dr. William L. Ettinger, City Superintendent of Schools, asking for assistance during the coming school term in keeping the streets free from litter. The letter to Dr. Ettinger reads as follows:

"With the aid of approximately 3,808 Community Civics students who were appointed Block Captains of the Anti-Litter Bureau of this Association, many unsanitary and dangerous conditions—violations of the Sanitary Code—were remedied during the past year.

"We wish to express our hearty appreciation and thanks for the cooperation given by the Board of Education and pupils in this work, and hope that same will be given us during the coming school year. We believe that in performing the duties of Block Captains the boys and girls are becoming acquainted with and practising the laws and ordinances which have to do with the health and cleanliness of our streets and thoroughfares, and which they will naturally enforce as men and women.

Past Service Appreciated

"Again thanking you, the Board of Education and the pupils who volunteered their services as Block Captains, for all past cooperation, and trusting that we will again be favored with your support during the coming year in our effort to make New York the 'Wonder City' of the world in point of cleanliness and healthfulness, we are, etc."

Glad to Help

In promising the cooperation of the Board of Education, Mr. Rexford, in behalf of Dr. Ettinger, said:

"This Anti-Litter Campaign is one of the many activities which we carry

on in what we call 'Civics Beyond the Class Room.' These activities, which we are very fond of fostering, include work with the Street Cleaning Department, Fire Department, Police Department, Department of Foods and Markets, Bureau of Weights and Measures, Health Department, and many others.

"It was most gratifying to receive your report last spring on the success of the Block Captain project. I have taken the liberty of incorporating parts of it in the Annual Report.

"You may rest assured that we will cooperate with you and appreciate your cooperation with us. I have had no change of heart, however, since a year ago, when I told you that we could not encourage our girls to approach ash men, janitors, and the like, in correcting violations. In fact, such violations cannot be corrected by these girls, but should be reported to their teachers, where judicial action may be taken."

OLD POST OFFICE MAY BE REMOVED

Postal Authorities in Consultation with the City for a New Post Office Site

There seems to be a good prospect that, as a result of the long agitation in which The Merchants' Association has taken a leading part, the antiquated New York post office building may be removed from City Hall Park and transferred to a site adjacent to the site of the new County Court House just north of the Municipal Building.

Postmaster Asks for New Site

The Citizens' Postal Committee, appointed by Postmaster General Will H. Hays, of which Mr. William Fellowes Morgan, President of The Merchants' Association is a member, has had the matter under consideration and as a result Postmaster Edward M. Morgan sent the following letter to Mayor Hylan:

"My Dear Mr. Hylan: At a meeting called by Postmaster General Hays, at which Michael Friedsam, former Governor Alfred E. Smith, William Fellowes Morgan, representing the Citizens' Committee appointed by the Postmaster General to consider the needs of the service in New York City, and myself were present, the question of the removal of the old Post Office, now known as the City Hall Station, situated south of the City Hall, was discussed.

"I was appointed a committee of one to confer with you with a view to ascertaining whether the City owned any property that it would be willing to exchange for the site referred to. Ex-Governor Smith stated that he believed that we could obtain the block bounded by Worth, Lafayette, Leonard and Centre Streets.

"I would be pleased if you would bring this matter before the Board of Estimate to ascertain their views as well as your own relative to the proposition outlined above."

Mayor Offers Alternative

It was reported that Mayor Hylan and Comptroller Craig had both approved the proposal of Postmaster Morgan, and that a hearing on the matter would be held on September 20 or September 30. It appears, however, that the Mayor is willing to offer in exchange for the present site of the post office the block bounded by Centre, Worth, Leonard and Baxter Streets, which is just north of the site mentioned in Postmaster Morgan's letter. The Mayor's attitude was set forth in a statement issued at the City Hall last Tuesday as follows:

"Since Postmaster Edward M. Morgan wrote to the Mayor raising the question whether the City owned any property that it would be willing to exchange for the site referred to there has been much popular misapprehension concerning the proposed bargain. To correct that misapprehension Mayor Hylan has authorized the statement that there is no purpose on the part of anybody, so far as he is aware, to offer to 'trade the new court house site for the old post office site south of City Hall Park,' as has been erroneously reported.

Large Sum Sunk in Foundation

"Mayor Hylan said the block of City property which he had in mind as a possible basis for an amicable exchange with the Post Office Department is that directly north of the new County Court House site, namely, the block bounded by Centre, Worth, Leonard and Baxter Streets. This property was taken by the City under condemnation proceedings at the same time it condemned the site of the new court house, which extends eastward from Centre Street and south from Worth Street to Pearl. The laying of the extensive foundations for the new courthouse has been practically completed at great expense. There is no thought of abandoning that enterprise, though work upon it has been halted for the present."

Why not file "Greater New York"?

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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JAMES GILBERT WHITE, Second Vice-Pres.
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JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.
OWEN D. YOUNG; Vice-President and General Counsel of the General Electric Company.

SEND YOUR PROTEST AGAINST DELAY IN THE REPEAL OF THE EXCESS PROFITS TAX

Despite the expressed wish of President Harding and his Secretary of the Treasury, the House of Representatives, in revising the Federal tax law, deferred the repeal of the excess profits tax until January 1, 1922, leaving it applicable to the current year.

The Senate Finance Committee is convinced that the repeal should take effect on January 1, 1921, but it has been stampeded into giving its indorsement to the repeal provision approved by the House.

The President, the Secretary of the Treasury, the Ways and Means Committee of the House, and the Finance Committee of the Senate, are all agreed that the repeal should be made retroactive to the beginning of the present year. Every business man should hold up their hands. Telegraph or write, without delay, to the Hon. Boies Penrose, Chairman of the Senate Finance Committee, or to one or both of the Senators from this State, recording your protest against the proposal to defer the repeal of this onerous tax. On another page the telegram sent several weeks ago by President William Fellowes Morgan, with the same end in view, has been reprinted by way of suggestion.

NEW YORK'S INCOMES

The returns of the Federal Income Tax for 1919 show that the average net taxable income in New York State was \$5,030 or \$1,306 more than the national average net taxable income.

It also shows that 683,085 returns were filed in New York State, or 12.81 per cent of the total number of returns filed in the entire country.

The following table shows a comparison of the number of individuals in this State who paid on \$1,000,000 or more during the last three years:

Net Income.	Number of Taxpayers.		
	1919.	1918.	1917.
\$1,000,000 to \$1,500,000.....	12	12	40
1,500,000 to 2,000,000....	5	12	12
2,000,000 to 3,000,000....	3	9	16
3,000,000 to 4,000,000....	2	2	3
4,000,000 to 5,000,000....	0	2	5
5,000,000 and More.....	3	1	4
	25	33	81

Comparative summaries for the four years ended with 1919 showing the

number of returns in the State in all income classes, the net income and the total tax:

	Number of Returns.	Net Income.	Total Tax.
1916	32,155	\$1,322,864,661	\$77,970,621
1917	489,089	2,774,025,148	261,785,795
1918	559,763	2,719,713,784	264,262,417
1919	683,085	3,436,342,179	399,792,351

Figures showing the number of returns for the various income classes below \$1,000,000 in this State in 1919 are given as follows:

Income Classes.	No. of Returns
\$1,000 to \$2,000.....	229,561
2,000 to 3,000.....	184,275
3,000 to 4,000.....	95,893
4,000 to 5,000.....	62,576
5,000 to 6,000.....	25,000
6,000 to 7,000.....	16,521
7,000 to 8,000.....	12,412
8,000 to 9,000.....	8,038
9,000 to 10,000.....	6,711
10,000 to 11,000.....	5,219
12,000 to 13,000.....	2,686
13,000 to 14,000.....	2,396
14,000 to 15,000.....	2,539
15,000 to 20,000.....	2,847
20,000 to 25,000.....	5,216
25,000 to 30,000.....	3,452
30,000 to 40,000.....	4,190
40,000 to 50,000.....	2,387
50,000 to 60,000.....	1,581
60,000 to 70,000.....	1,026
70,000 to 80,000.....	777
80,000 to 90,000.....	534
90,000 to 100,000.....	392
100,000 to 150,000.....	1,634
150,000 to 200,000.....	434
200,000 to 250,000.....	323
250,000 to 300,000.....	123
300,000 to 400,000.....	117
400,000 to 500,000.....	69
500,000 to 750,000.....	58
750,000 to 1,000,000.....	27

These figures indicate the enormous value of the New York market, the greatest market in all the world.

A PROBLEM TO BE SOLVED

According to the National Highways Protective Society, 1,072 persons were killed by automobiles in New York State since January 1.

This is an increase of almost one-third over the number of people killed during the corresponding period of 1920, when 808 lives were sacrificed to motor vehicles.

A total of 217 persons were killed in New York State during August, and of these seventy-nine were slain in the City of New York. During the same month two persons were killed by wagons in the City and two persons were killed by street surface cars.

This is obviously a situation which existing remedies have failed to cure, and it calls imperatively for action.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Depict Business Conditions in Foreign Lands

The Merchants' Association, Through Its Foreign Trade Bureau, Collects First Hand and Up-to-Date Information from Well Informed and Reliable Correspondents Throughout the World—The Reports Are of Great Value in Foreign Trade

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The Foreign Trade Bureau of The Merchants' Association about a month ago addressed letters to responsible individuals and firms in different parts of the world in an effort to obtain information concerning general business conditions. This was done because of the desire of the members of The Association for accurate knowledge of the facts. The response has been encouraging, and much interesting and helpful information has thus been obtained.

Excerpts from the Reports

The following excerpts from some of the letters will be of interest to readers of "Greater New York." The material is, of course, the personal viewpoint of the different correspondents, and The Merchants' Association has no means by which it can substantiate the accuracy of any of the statements. It is left to the reader to judge their worth.

Additional statements are expected from time to time, and they will be published in these pages.

NEWFOUNDLAND

St. Johns

"In a wholesale way, the trade done this year is only 30 per cent of 1920, and the orders sent abroad by the local trade are for foodstuffs, and only for the common necessities in other lines; and generally speaking, our merchants are running their stocks down to the lowest possible point, so that the imports for 1921 will be very low indeed. This is a general opinion. Newfoundland is, of course, going through the reconstruction period, but, unfortunately, received an extra special setback, which was caused by the way the Government Fish Regulations worked last season, which has now been rescinded, and this year your Government has put an extra special tax on fish, which practically prevents the export of Newfoundland fish for consumption in the United States."

CUBA

Havana

"Imports: During the year 1919 (which is the last year during which commercial statistics were published) there were imported into our country goods amounting to \$256,690,639, of which amount \$271,596,808 were imported from the United States. As you will know, this represents 76.1 per cent of the total amount of our imports. It is obvious that the present crisis will cause a reduction in imports in the future years because the spirit of economy has now been implanted in all classes of society here, because the construction of factories and living houses has been paralyzed, and because we have started here in our country to manufacture many articles needed by us which heretofore have been imported from abroad."

"Foodstuffs: Foodstuffs have been imported here amounting to \$135,458,000; i. e., 37.7 per cent of the total amount of importations. I believe that it is just in the line of foodstuffs that the greatest changes will take place, i. e.,

the greatest reduction of our imports, for the following reasons:

First—Because on account of the necessity of economizing there will be a reduction in the consumption.

Second—On account of the large number of foreign laborers who are leaving our country on account of the lack of work.

Third—Because on account of the drop in the prices of sugar the cultivation of cane has been reduced, and more attention is being paid to the cultivation of agricultural products and to the raising of meat-producing animals.

"Textiles and Fabrics: We have imported here textiles and fabrics amounting to \$45,701,000, representing 12.7 per cent of the total amount of our imports. Our imports in this line will also be reduced, i. e., not only from the United States, but from everywhere."

"Our general imports—i. e., from all foreign countries combined from which we formerly purchased fabrics—will be reduced for the following reasons: On account of the lack of money in our country, which, of course, forces the people here to economize, and they naturally start to economize in their clothing; and also for the reason that we have here a large stock of fabrics and textiles, really sufficient to cover our needs for about two years, especially referring to our imports of fabrics from the United States, the reduction in such imports will be caused not only on account of the aforementioned general reasons, but also for two other reasons which apply only to your market. During the present crisis the great majority of the debts pending payment are owing to U. S. A. firms and on account of the non-compliance of the merchants here to meet their obligations in the U. S. A. there will be a restriction of credits, which will, of course, affect further business transactions between your country and our country. The other reason is that England, France, Spain and Germany take greater pains than the United States in supplying these goods, this not only referring to the quality and colors, but also to the general appearance of the fabrics, inasmuch as the manufacturers of the aforementioned countries are more willing to comply with the special requirements (tastes) of the customers; they have, furthermore, in their favor at the present time the depreciation of their own currency, which, of course, makes the cost price of their goods much lower."

"Metals and Metal Products: Of these kind of goods there have been imported here merchandise amounting to \$24,100,000, this representing 6.7 per cent of the total amount of the importations. The reduction in the imports of this line of goods will be only that caused by the general economy necessary in the readjustment here, which will surely bring about a large decrease in our building activities, in this way causing reduced requirements in construction materials."

"Instruments, Machines and Apparatus: Of these kind of goods we have imported merchandise amounting to about \$48,315,000, therefore representing 12.4 per cent of the total amount of our imports. The importation of these articles will, in my opinion, probably be reduced most sharply on account of the drop in the sugar prices and on account of the reduction in the manufacture of sugar, for which reason it is obvious that no more sugar mills will be constructed at the present time, and inasmuch as the sugar mills in existence will not change their machinery as frequently as they have done heretofore. In order to give you an idea of the amount involved in sugar machinery, I will only state that of the total imports under the above heading, of, i. e., \$48,315,000, the amount represented by sugar machinery is \$14,657,471."

"Pharmaceutical Goods, Chemicals and Perfumery: Of these kind of goods we have imported about \$24,590,000 worth, this representing 6.8 per cent of the total amount of the imports. There are two reasons for the reduction in the imports of these kinds of goods: The general economy which we are forced to practice here on account of the crisis, and the competition of England, France, Spain and Germany, who are now competing with manufacturers of the United States, having, furthermore, in their fa-

vor the depreciation of their own currency, and furthermore the advantage that the consuming public here shows a preference for many European goods."

"Sundry Articles: It is probably not necessary here to refer to the other groups of our importations, as they are only of a secondary nature, and because of the reasons stated above, that the reduction of our importations, etc., also apply with regard to them, i. e., the decrease in consumption in order to economize, the European competition, the exchange rate, which is favorable for the European manufacturers, and the general likes of the public."

"Summarizing: Our country will considerably reduce its imports for reasons of economy during the coming years, and it will be necessary for the United States to maintain an active propaganda and to show special attention to the question of prices and quality and to the general 'get up' of the goods, if they want to maintain the present high percentage of their imports to Cuba, and if they want to avoid the competition of the Europeans, who have in their favor a lower exchange rate and superior quality of goods, thus tending to force the United States out of the preferential place which it has been holding up to the present time on account of its proximity to our country and on account of the privileges it enjoys in our custom house tariff."

Havana

"It is undisputable that Cuba has been and is still in the throes of a serious economic situation. Among the other causes which have contributed to bring about this abnormal situation it should be pointed out that the essential cause is the progressive and ruinous slump on the sugar market, which has completely disorganized this line of trade and has led to the abandonment of the fields and of production."

"Another cause should be mentioned, namely, the unwarranted action taken by some bankers and banks, who, taking unfair advantage of our laws, have embezzled large funds entrusted to them by depositors and by account current holders. These people have been in the most fraudulent manner victimized by the directors of these banks, which directors are still at large, enjoying the pleasure of an ill-deserved freedom, well supplied with ill-gotten money."

"At the present time the situation is improving because the sugar market is beginning to revive and the trade in foodstuffs and supplies taking a turn for the better."

"This revival is shown by the fact that quotations are being made again on the sugar market, and practically all the steamers reaching this country, both from the U. S. and from other foreign countries are carrying cargoes of foodstuffs and supplies consigned to merchants here, an occurrence which was unheard of a month ago."

"I believe that the situation will improve progressively and that the resumption of business will depend upon the time necessary for the disposal of the stocks at present on hand."

"As to the consumption of American articles, I may say that there is apparently an earnest interest for them in this country."

Cardenas

"Business situation: The business situation of this country at the present time, and on account of the crisis through which we are passing, is very difficult, on account of the fact that the principal source of our riches, mainly sugar, has dropped to a very low price, as there is very little demand for same. During the last fifteen days the situation has somewhat improved on account of the fact that the market has picked up a little and sales are being made, and there is hope here that larger transactions will be carried out in the future with the United States as also with Europe, as the latter also seems to be in the market for our sugar."

"The import trade of Cuba is holding back from making any purchases whatsoever, because the importers do not know whether they will be able to comply with their engagements in case our stock of sugar here in Cuba should not be sold entirely, and for this reason I do not believe the present time very opportune to start new business transactions, as necessarily

WORLD-WIDE REPORTS ON THE COMMERCIAL SITUATION

such business transactions would have to be done on a credit basis, for the simple reason that no large imports can be made at the present time here on a cash basis.

In Cuba, preference is given to United States articles, as you are probably aware, and the following articles have the largest sale here: Drugs, foodstuffs in general, chemical products, fabrics, clothing, hardware, earthenware, glassware, hides and skins, leather, footwear, canvas and drills.

"I believe that if the articles offered are good and reliable they will have a ready sale here, provided they are handled by a firm thoroughly acquainted with the system of sales prevailing in our country and with our trade customs.

"The most customary sales terms in this country have been, up to the present time, 30, 45, 60, and up to 90 days' sight for certain kind of articles, although it is also true that in many cases sales are made on a basis of cash upon the arrival of the goods.

"I do not believe that the present time is very opportune to start any business, although on the other hand I believe that the present time is very suitable to prepare for future business transactions, because our country is essentially a rich country, and will rapidly overcome its crisis."

Mexico

Reports from Mexico are somewhat conflicting as to the condition of business in that country. One correspondent located in Mexico City writes:

"The business situation of our country has been slowly improving here since about a year, while at the same time the political situation has also somewhat improved. At the same time, and in spite of the uncertainty with regard to the future, business transactions with your country are relatively large, and they are taking on larger extensions every day. This business activity will undoubtedly still improve if the respective Governments come to an intelligent understanding with each other.

"You know very well that at the present time there are many U. S. A. firms who have renewed their business transactions with quite some confidence, and who have again started to grant some credits, although making some restrictions in this regard.

"American products enjoy a good reputation, and American products and articles which have not yet been introduced here have quite some chance of success in being introduced, provided the prices and quality offered prove advantageous."

A Second Report

Another from the same City gives further details:

"The same causes that have occasioned a stagnation of business in other parts of the world have brought about the abnormal commercial conditions prevalent in Mexico today. Business in this country at present is far from being satisfactory. Industrial organizations are working from twenty-five to fifty per cent capacity. Railway transportation facilities are the poorest the country has experienced for many years. Money is exceedingly tight, due perhaps to the uncertainty of sound financial legislation, instability of collateral, etc., and we are just rocking along, so to say.

"The activity of the European manufacturers and exporters, especially the English and German, through their local agents and representatives, to secure orders, is most extraordinary. A battle royal of prices and terms has ensued. This throat-cutting competition, apparently a desperate means of subsistence, has caused great apprehension from the buyers' standpoint; ominous of a still greater crisis; and the only remedy seems to be a firm, even if temporary, reaction in prices; then the buyer will buy, thinking the bottom has been reached.

"German manufacturers are accepting orders through their agents, and material is arriving at Vera Cruz and Tampico in less than sixty days from date of order. English tin plate manufacturers are underquoting the American product; cashmeres, perfumes, cutlery, etc., likewise, and European terms are again assuming their pre-war-time prominence.

"There is, however, one condition against the American, generally speaking: Ignorance of procedures, competitive offerings, and accordingly the exactions of the buyers in this market.

A thorough investigation of the solvency and moral integrity of a very large number of merchants in Mexico by the American exporter and manufacturer contemplating doing or increasing their business in this country would greatly relieve the unpardonable dubiousness in granting credits; an almost indispensable auxiliary in getting orders. This statement will amply explain how the European's thoroughness has defeated the American's circumspection and possibly ignorance."

Morelia, State of Michoacan, Mexico

"Business conditions at present are not very flattering, owing to a great degree to the slow rehabilitation from over ten years of revolutions, but in my opinion, when recognition shall have been accorded the Government of Mexico by that of the United States, confidence will be restored and conditions will rapidly improve.

"Terms of Sale: The majority of the merchants are solvent, and pay promptly, but as they are accustomed to long credits from European manufacturers in pre-war times, and as those manufacturers are again entering the field, the terms of 'Cash against documents, or quarter cash in advance, balance against documents,' are not acceptable, and, above all, they resent the exigencies of some manufacturers in regard to the latter terms. Personally, I know many orders amounting to many thousands of dollars having been lost to manufacturers requiring advance payments, and placed with manufacturers who have granted sixty and ninety days' terms.

"It must be taken into consideration that it usually requires thirty and sixty days, and sometimes ninety days, from date of shipment until the merchandise arrives at destination.

"While prices influence to a great degree, yet terms of payment constitute the principal feature."

Monterey

A more detailed statement from a firm in Monterey states conditions existing in northern Mexico:

"The present situation in Mexico, and especially the situation on the border, to which we shall limit our report, because we are generally doing business in the frontier regions, is rather good: i. e., if one takes into consideration the decisive factors which restrict commerce in general at the present time, i. e.:

"The paralyzation of the mines and the poor yield of the crops.

"During the time when our commerce was struggling to maintain itself during the long civil war, the merchants here learned to make use of credit without abusing same, and they also learned to be more careful in their business transactions. In general, it might be stated that the heavy and sudden drops in the prices of some articles during the last six months have not seriously affected our business here.

"The paralyzation of the mines has restricted the commerce in our part of Mexico. The mines of this part of the country, with few exceptions, produce large quantities of ore, but not of such a high standard, and in view of the prices for metal in the United States and in Europe it does not pay to work the mines here, which are generally a long way distant from the railroad, and therefore only those mines which produce ores having a high content of lead or standard contents of silver are worked here, while the zinc and low-standard lead and silver mines, of which we have many, are absolutely paralyzed.

"The harvests of the last year have been greatly reduced, and cereals (corn and wheat) are being imported from the United States to an extent of 80 per cent of our consumption. Nevertheless the outlook for the coming harvest is very good, because we have had abundant rain and the sowings have been well prepared, and for this reason it can be stated that the situation on account of the coming favorable harvest will very much improve.

"With regard to the efforts of American manufacturers and merchants to effect sales here, we have already taken occasion to submit to the American Chambers of Commerce information as to what will be necessary for the American merchants and manufacturers to obtain full success here:

"To study the country and its special customs and system on which business is done here.

"To send traveling salesmen here who speak Spanish, and who have lived previously, if possible, in Mexico.

"To get rid of the prejudice which the people of the United States have formed with regard to Mexico, as they seem to have an idea that things are not absolutely safe here on account of the revolution which has lasted for so many years.

"The merchants of the United States seem to believe that on account of the fact that they are selling more goods in Mexico than in any other country, the Mexican market is assured to them, but this is a mistake, because the reason that we have placed such large orders with the United States was the special circumstances which forced us to make our purchases there. However, the extremely stringent terms which were imposed upon the Mexican merchants during the time of the war by the American merchants can be contrasted with the facilities which European merchants have been granting since they are again able to do business with us. As an example giving a clear idea of what has happened, we might mention the fact that the first letter which arrived here from England addressed to a firm in Monterey, after the signing of the armistice, contained the advice that a Manchester firm had shipped cashmeres for an amount of about \$2,000 sterling, stating that they had invoiced these goods at the customary four months' term, and that in case the consignee should not like to receive these goods he should advise the said Manchester firm by cable so that upon arrival of the goods in Vera Cruz the destination of the goods could be changed.

"Nearly three years have passed, and there are still many American firms who do not wait to grant even sixty days' time to the Mexican merchants, and this in spite of the fact that the American manufacturers and merchants have, as the whole world knows, more money than anybody else.

"Our country is filled with salesmen of German firms who sell goods very cheaply and grant four months' time, but the few American houses who are willing to grant credit only grant credit of sixty days. These European firms generally charge interest at the rate of 6 per cent beyond the time of credit granted in case the purchaser does not pay punctually.

"At the present time the American commerce must also meet the competition of the Japanese. We are not fully acquainted with the terms on basis of which the Japanese are doing business here, but we do know from our own experiences that with regard to many articles the Japanese manufacturers have been able to grant greater advantages, and have supplied the market here with such articles.

"Upon the breaking out of the revolution in 1913, Mexican commerce and industry was owing American commerce and industry many millions of pesos. The country passed through several years of a state of revolution, and nevertheless we are convinced that the American commerce and industry did not lose 3 per cent on all their outstanding credits in Mexico. This clearly shows the soundness of the Mexican industry and commerce, but this fact has not been clearly appreciated by the American sellers."

VENEZUELA

Caracas

"The merchants are overstocked with goods and inasmuch as the price of these goods is higher than the prices ruling at the present time, they, of course, are suffering considerable losses in making sales. On the other hand, the merchants in the interior of the republic are in the same condition, and cannot pay their outstanding debts to the firms here in Caracas; in this way making it impossible for the latter to pay their debts abroad. However, we are of the opinion that the market of Venezuela will start to improve next January, and that at such time normal business will again return."

COLOMBIA

Barranquilla

"The greatest business prosperity in Colombia was in the year 1919, on account of the high prices received for Colombian products in the foreign market, especially for coffee, hides, tobacco, tagua nuts, cocoa, etc. On account of the considerable receipts obtained from the exportations, there was a great business activity, and as a consequence of the world war our country in the year 1918 was depleted of merchandise, and therefore the importation increased here from day to day, resulting in rapid sales on good terms by the importing merchants. The business activity increased in an extraordinary manner, and as this occurred in such an unprecedented manner the speculators in our market became, so to speak, crazed, and the volume

REPORTS ON WORLD'S BUSINESS SUBMITTED

of the importations here increased from day to day without any consideration whatsoever, his being stimulated by many offers received from the United States and from Europe.

"Afterwards the value of the Colombian products abroad decreased rapidly, and then the demand for foreign goods lessened to such a degree that sales became nearly paralyzed, and this occurred at the very moment when there arrived here in our republic large quantities of goods shipped on a credit basis, and at a time when money was extremely scarce on account of the complete paralysis of business, and also on account of the stoppage of credit transactions on the part of the bank. In view of this extremely difficult situation, the business men here in Colombia have experienced the most severe crisis which has ever confronted them—which crisis is of a still more serious nature, if one bears in mind that at a time when all this happened the prices of fabrics and other merchandise had dropped considerably in the foreign markets, so that the merchants here found that the value of their stock of merchandise had been reduced by 50 per cent, and at times even more. This situation has become so grave that the majority of the importing merchants, especially those dealing in fabrics, were soon placed on the verge of bankruptcy, and only the kindness of the foreign creditors by granting long terms and large discounts made it possible for them to maintain themselves in business. Indeed, the matter can be illustrated as follows: The merchant J. N. has a capital of \$200,000. He has a stock in hand representing \$200,000 worth of merchandise, and owes accepted and protested drafts for the amount of \$540,000. The goods were purchased at the high prices of 1919, and in view of the extraordinary drop in the prices the value of this stock went down to \$400,000. The said merchant J. N. loses in this way his capital, and his stock of merchandise is not sufficient to pay his indebtedness, for which reasons he is granted the concessions which he requests, as otherwise he would be forced to go into bankruptcy. In view of these circumstances, the foreign creditors, in order to avoid the unsatisfactory consequence of legal steps, prefer to grant large discounts and long extensions of time.

"I can assure you that this was the only manner in which the greater majority of the importing merchants here could overcome the situation, and I advise you of this as I know that you want to be fully advised with regard to the business situation here in Colombia, which you can now fully appreciate.

"It may be stated that the crisis has not yet been overcome, because this crisis will last until our Colombian products obtain better prices abroad and until the large stocks of merchandise in our principal cities have become exhausted. When this has happened the business situation will improve and import business will again pick up.

"Undoubtedly the entire current year will be rather bad for business, but the general opinion prevails here that in the beginning of the coming year import business will again start, and there cannot be much doubt about this, because at such time surely many stocks of goods will have become exhausted and other kinds of goods will have become scarce.

"There is quite some optimism with regard to the business and industrial future of our country, and I am of the opinion that there is reason for such optimism. Besides the fact that prices for Colombian products must rise, there are other fields of activity which will surely develop and which will be a sure source of riches. The exploitation of petroleum has already been started, as petroleum is abundant in Colombia, and three foreign enterprises are conducting important work which will entail the expenditure of large amounts of money. There is, furthermore, developed on a large scale cattle raising and the mining of ores, with the assistance of American and English capitalists.

"At the present time the Government has three offers for the construction of railroads. All this, as you will note, shows quite some activity in Colombia at the present time on account of the capital coming from abroad, which will be increased as soon as these enterprises develop and as soon as the foreign capitalists are convinced of the soundness of the state of affairs in Colombia.

"In view of these prospects I do not doubt that the consumption of foreign merchandise will increase in Colombia, because people always spend in accordance with their means. I therefore do not doubt that within a short time the

business situation will have become normal and that we will observe an increase in our importations as a logical consequence of the general development taking place in our country.

"All American goods will have a ready sale in Colombia, and I am advised that during the world war the United States sold to Colombia more than 80 per cent of the goods consumed in our country. I therefore am of the opinion that by proper business methods and activity, and by quoting the lowest prices possible, your country, the industries of which have been developed to such an extent, will continue to introduce its products in our country.

"An interesting matter now is for the merchants, manufacturers and industries of the United States to know to whom they may sell and grant credits, as they should only do this with such parties who offer full guarantees as to their solvency and reputation. Perhaps the present crisis furnishes us with an opportunity to make the proper selection, and the greatest care should be taken in this regard, because honesty in business is most important for the general security and welfare."

FRANCE

Toulouse

"The commercial situation in our regions has considerably improved as far as hides, skins, and shoe manufactures are concerned; the factories work regularly, and there are hardly any people out of work.

"It is necessary:

"1. That at least thirty days' credit be given, with a cash discount of from 2 to 3 per cent, excluding the time for transportation; that is to say, that the buyer has at least one month's time to pay for your goods after arrival at destination.

"2. That there is granted delivery free of all charges to the nearest French port (for the Toulouse region it is the port of Bordeaux). Those charges include duty, freight, expenses, etc.

"3. The prices and invoices must be given in France."

Marseille

"Although business conditions in this country are very slowly improving, still they are not yet so satisfactory as to encourage business transactions. The unsteady rate of exchange is the chief obstacle to your export trade into this country, while the Emergency Customs Tariff creates an uneasy spirit among our export products for your side.

"Business conditions are generally unsatisfactory as a whole. Would-be buyers are most difficult to satisfy; they require substantial facilities in the shape of both long credit and a low rate of exchange to be fixed in advance. Of course, you are a better judge to say if your merchants and manufacturers would be disposed to entertain such terms."

NORWAY

Tromsø

"During the war very many articles were imported from U. S. A. previously imported from other countries owing to the fact that the late suppliers could not deliver the goods. This has led American exporters to believe that they could also obtain the business after the war. Many things make this, however, exceedingly difficult when the old suppliers enter the market as sellers, for instance:

"1. The different terms of sale. American exporters have been accustomed to demand and obtain confirmed credit New York against documents as long as the buyers had to order the goods from U. S. A. The position has now changed, and the old suppliers agree to more liberal terms of sale.

"2. The distance between U. S. A. and Norway. Owing to the financial position and reduced credits, buyers, as a rule, prefer to buy smaller quantities for quick delivery, and therefore order from near-by ports rather than distant ports.

"3. Old habits as to qualities and services. The old suppliers knew exactly what the buyers required. During the war, buyers had to buy what they could get, and did not always receive what they preferred as to quality. The old suppliers had travelers calling upon the buyers regularly to ascertain what they actually wanted, and often accommodated buyers with credit terms."

THE CHILDREN'S LIBRARY

The circulation of books in the children's rooms of the New York Public Library last year reached a total of 3,882,799 volumes.

LOWER POSTAL RATE TO SOUTH AMERICA

Pan-American Postal Congress in Buenos Aires Takes Action on Important Question

UNIFORM POSTAGE IS ASSURED

This country will have the advantage of a two-cent postal rate to all South and Central American countries under the provisions of an article which has been approved at a full session of the Pan-American Postal Congress in Buenos Aires. This article declares it to be the right of each country to fix the foreign postal rate provided, and the maximum shall not exceed five cents in American gold.

European Limit Halved

The limit for Pan-American postage is defined in the article as "within the half of the equivalent in dollars of the maximum fixed by the Universal Postal Congress at Madrid." The maximum designated at Madrid was 50 centimes; thus the adoption of the article fixes the maximum Pan-American postage at one-half of the European limit.

Free Transit for Mails

The Congress also adopted the principle of free transit of international mails through countries adhering to the convention. Panama alone opposed the arrangement.

The adoption of the Pan-American rate limit convention allows the United States to fix a two-cent rate on mail to Argentina and other South American countries where a five-cent rate is now in force. This reduction not only would stimulate commercial intercourse but also would prevent the mistake of sending to these countries from the United States large amounts of underpaid commercial correspondence and advertising matter, the receipt of which causes irritation on the part of South Americans, and prejudices business relations.

THE GRAIN CROPS

The value of all cereals grown in 1919 was \$6,941,242,074, as compared with \$2,665,539,714 in 1909, representing an increase of \$4,275,702,360, or 160.4 per cent. Cereals constituted 47 per cent of the total value of crops in 1919 and 50.9 per cent in 1909. Cereal crops comprise corn, oats, wheat, barley, rye, buckwheat, kafir and milo, emmer and spelt and rice.

WOULD MAKE SHIPPERS PAY MORE FOR CONTAINERS

Hearing Here September 26 on Proposed Revision of Consolidated Classification Rule Is Important—Some Rates from New England Are Higher to Brooklyn Than to Jersey

Prepared by the Traffic Bureau of The Merchants' Association

The Consolidated Classification Committee has had under consideration for some time a proposed revision of Rule 41 of the Consolidated Classification with the view of making changes in and additions to the rules and requirements with respect to the use of fibre board, pulp-board or double-faced corrugated strawboard containers, as well as changes in the classification provisions with relation to the use of wire-bound boxes.

Conferred with Manufacturers

Preliminary to rewriting the proposed rules, the Classification Committee held conferences with box manufacturers and users thereof for the purpose of reviewing the existing rules, and conferring with them on the proposed changes pending the rewriting of the rules and the presentation of same for public hearings thereon.

The Consolidated Classification Committee, as a result of its preliminary investigation, is now presenting for public hearings on special docket consideration of proposed changes in and additions to shipping container rules and requirements, which hearings have been assigned as follows:

At San Francisco, September 7,	
Chicago, " 20,	
New York, " 26,	
Atlanta, October 26.	

The Traffic Bureau is in receipt of docket for the hearing to be held in New York on September 26, consisting of forty-three pages of printed matter.

The Hearing in This City

The subject matters which will be considered at the New York hearing to be held on September 26 in Room 408, 143 Liberty Street, beginning at 10 A. M., may be itemized as follows:

Subject No. 1 (a)—Proposed revision of fibre container Rule 41.

Subject No. 1 (b)—Specific specifications for fibre boxes for foods in metal cans. Proposed by box manufacturers and users.

Subject No. 2—Tentative general specifications for nailed and lock-corner boxes. Proposed by the National As-

sociation of Box Manufacturers, April, 1920.

Subject No. 3—Specific specifications for nailed and lock-corner boxes for foods in metal cans and for glass bottles. Proposed by National Association of Box Manufacturers, April, 1920.

Subject No. 4—Proposed general specifications for wire-bound boxes. Approved by wire-bound box manufacturers, July 15, 1920.

Subject No. 5—Detailed specifications No. 1 for wire-bound boxes to carry foods in metal cans. Approved by wire-bound box manufacturers, July 15, 1920.

Container Club to Present Proposals

The Container Club, an association of corrugated and fibre-box manufacturers, has given special consideration to the suggestions made by the Railroad Classification Committee, and at a recent meeting held in New York it adopted certain specifications and regulations based on a systematic series of tests which will be presented as a counter-proposition to that suggested by the Railroad Classification Committee. A copy of the Classification Committee docket and the proposal of The Container Club is on file in the Traffic Bureau for inspection by our members interested in the proposed changes.

The purpose of the carriers' proposed revision is to secure a higher standard of packages than now is required by Rule 41. In order to conform with these proposed regulations it may mean, in many instances, a material increase in the cost of the containers to comply with the new specifications as compared with the cost of the containers used today.

A Technical Question

The question of what is a proper container for the safe transportation of goods, the material out of which the containers should be constructed, and the manner of their construction, is largely technical in character, as to which technical information the Traffic Bureau is not informed.

The Traffic Bureau, therefore, seeks information from members of The Merchants' Association as to the probable effect upon their business in the event the proposed regulations were adopted in order that it may intelligently represent our shipping members before the Classification Committee.

Members using the fibreboard corrugated or strawboard containers or wire-bound boxes, should be in attendance at the hearing on September 26 for the presentation of their views to the Classification Committee as a guide in the final framing of a proper rule, and to hear the arguments submitted in support of and in opposition to the proposed regulation. The Traffic Bureau will be glad to confer with and assist members interested in this proposal.

May File Complaint

Rates from New England to Queens and Brooklyn Are Too High

Previous to the construction of the New York Connecting Railroad, through rates between New England points and stations on the Long Island Railroad in the Boroughs of Queens and Brooklyn were arrived at by using the rates between New England points and the float bridge of the Long Island Railroad at Long Island City, adding thereto local charges from this waterfront station to the interior points.

Discrimination Against Brooklyn

With the completion of the New York Connecting Railroad, through rates were established between New England points and stations on the Long Island Railroad by adding fixed arbitraries to the rates to and from Fresh Pond Junction. This basis, however, has the effect of providing higher through rates to and from the Long Island City, Flatbush and Bushwick terminals of the Long Island Railroad than apply to and from New York lighterage points. It also has the effect of prescribing higher through rates between New England points and Long Island City, Bushwick and Flatbush, Brooklyn, than are contemporaneously applied between New England points and Newark and Philadelphia, notwithstanding the fact that the latter business moves via the New York Connecting Railroad and Long Island Railroad to Greenville, New Jersey. In other words, through rates are in effect to points in New Jersey and Pennsylvania which are materially lower than for the much shorter haul and lesser service in the

MAY COMPLAIN OF LONG ISLAND RATES

handling of business to Long Island City and Brooklyn.

Complaint May Be Filed

Negotiations have been under way for some time by the commercial organizations in Long Island City, Brooklyn and Manhattan for an equitable adjustment of these rates to points in Greater New York, without result. Consideration is being given by The Merchants' Association, the Chamber of Commerce of the Borough of Queens, and the Brooklyn Chamber of Commerce, to a plan for presenting the situation to the Interstate Commerce Commission, with the end in view of securing a more equitable adjustment of these rates.

Price Experts Scarce

Department of Justice Asks This Association for Aid

Mr. William W. Hoppin, Assistant United States Attorney General, Department of Justice, Customs Division, recently conferred with The Merchants' Association with respect to ways in which The Association can assist his office and expedite the settlement of cases regarding the market value of imported merchandise which come before him.

Witnesses Hard to Get

Mr. Hoppin states that his office is often handicapped by its inability to obtain expert witnesses qualified and willing to testify with respect to the market price of merchandise entering this country. It appears that often in undervaluation cases the progress of the entire case would be much facilitated if disinterested importers having an actual knowledge of the merchandise in question would be willing to appear and briefly give their testimony to the actual value and price of the goods in question.

Mr. Hoppin feels that importers should be willing to do this from patriotic motives, as well as from the fact that if individual undervaluations are successful competing firms making honest declarations will be handicapped in the transaction of their business and the disposal of similar merchandise which they have bought at full value and for which they have paid the full amount of import duties.

He asks, therefore, that importers be willing to give the small amount of time needed in order to assist his Department.

Doubtless the proportion of undervaluations which are intentional is extremely small. Honest importers, who have undervalued through error, will be glad to have the testimony of experienced firms as an aid in ascertaining a correct value.

The Merchants' Association hopes that all firms called upon to assist the Government in this way will not hesitate to do so.

ASKS CLOTHIERS TO MEET HERE

This Association Invites National Association of Retail Men for Their 1922 Assemblage

The Merchants' Association is endeavoring to bring next year's convention of the National Association of Retail Clothiers to this City. The convention meets this week, in Rochester, and it will select its next meeting place before its final adjournment.

Letter of Invitation

The following letter of invitation has been sent by The Merchants' Association, through its Convention Bureau, to the members of the Board of Directors and of the Executive Committee of the National Association of Retail Clothiers:

"We have learned with sincere gratification that New York's Associated Men's and Boys' Apparel Industries have added their invitation to the one extended by this Association to the National Association of Retail Clothiers to hold its convention next year in New York City. It is our hope that you may approve of the action of these two organizations in this matter.

"In addition, it is obvious that the local members of the Retailers' Association will be glad to have the convention here and to cooperate in every way to make it a success.

Cordial Welcome Assured

"We believe it is of great significance for the retailers of the country that such important factors in the apparel industry of this City as those in the membership of this Association and in the Associated Men's and Boys' Apparel Industries have combined to assure the National Retail Association a cordial

welcome in 1922 to this great wholesale market.

"Most of your members find it necessary to visit New York on business at more or less frequent intervals. It would, therefore, be a matter of economy to them to have the convention here. Because of this circumstance, and the fact that every one likes to come to New York, a large attendance would be assured.

Offers Cooperation

"We will be glad indeed to have the opportunity to help you in your arrangements for the convention, and to do everything within our power to make it a success from a business standpoint, as well as an occasion likely to linger pleasantly in the memory of every one attending it."

If the convention is secured for this City, it will bring between 4,000 and 5,000 delegates here.

FEDERAL FINANCES

The cost of running the United States Government during the fiscal year which ended Friday was \$5,115,927,689, according to the Treasury Department's statement for the close of business, June 30. The figures, however, are subject to final adjustment. Revenues from all sources, although showing a drop of a billion under the previous year, amounted to \$5,624,932,960, and there was a balance of cash in the general fund amounting to \$549,678,105, enough to meet expenses for several days. Expenditures average around \$40,000,000 a day for the week before the fiscal year ended.

For the year ending June 30, 1920, the government's income was \$6,694,565,388, and its expenditures \$6,403,343,841. All types of taxes collected during the 1921 year showed losses compared with 1920 returns, but the big decrease was in the income and profits levy, which produced \$3,206,046,157 in 1921, and \$3,944,949,287 the previous year.

During the 1921 year the government obtained \$8,864,998,322 from sales of its securities and retired \$9,182,027,170 worth of securities. Listed in the ordinary disbursements was \$999,144,731, paid during the year as interest on all classes of debts.

The gross national debt at the end of the year was \$23,977,450,552, while at the end of the 1920 fiscal year it was \$24,299,321,467. The high point in the debt of the United States for all time came August 31, 1919, when it was \$26,596,701,648.

GIVES SILVER CUP AT STATE FAIR

This Association Indicates Its Esteem for the Agricultural and Livestock Interests

THE SPEECH OF PRESENTATION

The silver cup presented by The Merchants' Association for the winner of the "Empire State 2:12, \$10,000 Trot," which was contested at the New York State Fair in Syracuse last Tuesday, was won by "Grey Worthy," owned by Samuel Small of Boston, and driven by Walter Cox, brother of Governor Channing Cox of Massachusetts.

New Record Made

"Grey Worthy" won the event in three straight heats, and set a new mark of 2.02½ for himself and the race in winning the second heat. The previous record for the race was 2.03¼, and for the horse 2.02¾.

The cup was presented to Mr. Small by Mr. Hugh Lynch, who was Acting Secretary of The Association in the absence of the Secretary, Mr. S. C. Mead, and who appeared as the personal representative of Mr. William Fellowes Morgan, President of The Association, who found it impossible to go to Syracuse on the day of the race. In the party which assembled in the center of the track, in front of the Grand Stand, which contained 10,000 spectators, when the presentation ceremonies took place, were Lieutenant Governor Jeremiah Wood, Mr. J. Dan Ackerman, Secretary of the New York State Fair; Mr. John A. Cahill, Racing Commissioner of the Fair; Mr. George L. Blodgett, Race Secretary of the Fair; and the winning owner and driver.

Presentation of the Cup

In presenting the cup to Mr. Small, Mr. Lynch said:

"On behalf of The Merchants' Association of New York, and as the personal representative of its President, Mr. William Fellowes Morgan, it is my very great pleasure and privilege to present you with this cup. It is a token indicating the interest of the leading commercial organization of the metropolis of the nation in the stock raising and agricultural activities of the Empire State, for which the great contest you have just won is named.

"I have the honor to extend to you, and through you to the officials of the

New York State Fair, and to all of those interested in that splendid exhibition of the State's agricultural development, the greetings and well wishes of The Merchants' Association of New York and its 6,700 members, among whom are in-

MERCHANTS' ASSOCIATION CUP



Presented by Mr. Hugh Lynch to the Owner of "Grey Worthy," Which Won the Empire State 2:12 \$10,000 Trot at Syracuse

cluded nearly all of the great business organizations of our country.

What Benefits State Must Benefit City

"I am privileged to say that while The Merchants' Association is primarily a New York City organization, its motto 'To foster the trade and welfare of New York' embraces the entire State. The Association is constantly watchful for opportunities to aid in the development and growth of the business interests of the State, and it is keenly alive to the importance of the fact that whatever benefits the State must benefit the City of New York.

"The Association presents this cup from that point of view, that is, for the purpose of giving recognition to the agricultural, horticultural and stock raising interests of the State by participating in this notable event of the State Fair, and thus identifying itself with the purposes of the Fair, in which it has always taken an especial interest."

Association's Action Appreciated

Following the presentation, the owner and driver of "Grey Worthy" were heartily congratulated by the Lieutenant Governor and other officials of the Fair, and cordial appreciation of the action of The Merchants' Association in presenting the cup was expressed by all of the officials present.

IT'S EASY TO FILL EMPTY POCKETS

All You Have to Do Is to Ask for Cash on Almost Any Pretense If You Are Clever

FIND OUT BEFORE YOU GIVE

Prepared by the Bureau of Advice and Information of the Charity Organization Society

What investor is so heedless that he does not distinguish between the par and the market values of the stocks offered him on the Exchange? What lender is so careless that he does not insist upon the proper endorsement upon a note or the receipt of a safe collateral? But alas how often does the giver accept an appeal for benevolence or relief upon its face value!

What a Clever Talker Got

A clever talker, claiming that he belongs to the Committee of Ukrainian and Galician Relief Funds, and that Judge Otto Rosalsky of the Court of General Sessions, is behind the organization can, according to the report in the "Evening World," collect more than \$8,000 on the assurance that it will be spent in feeding and clothing the famished Jews in Ukraina and Galicia.

But Judge Rosalsky, far from endorsing the organization, states that he never heard of it. Visits to several alleged addresses on Broadway fail to give any clue to the Society or its solicitors. And the hope that the \$8,000 will ever benefit the needy people of Eastern Europe seems vain indeed.

Only One of Several

This is only one of several appeals for funds recently made in New York without the knowledge or consent of the prominent men or organizations who were claimed as directors or sponsors of the cause.

The Bureau of Advice and Information of the Charity Organization Society maintains that any organization or committee soliciting funds should give evidence of a responsible administration and should render an accounting annually for funds received.

Confidential Reports on all organizations soliciting funds are available for members of The Merchants' Association. Address the Bureau of Advice and Information, 105 East Twenty-second Street, or telephone Gramercy 4066.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

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NEW YORK, MONDAY, SEPTEMBER 26, 1921

No. 34

Two Former Ambassadors to Address Council

Viscount Bryce and the Hon. John W. Davis Will Be Guests of Honor and Speakers at the First Members' Council Luncheon Meeting of the Season, on Tuesday, October 4—International Relations and the Need for Reduction of Armaments Probable Topics

The Members' Council of The Merchants' Association will hold its first luncheon meeting of the present season at the Hotel Astor on Tuesday, October 4, in honor of The Right Honorable Viscount Bryce, P.C., former Ambassador of Great Britain to the United States.

Two Ambassadors Will Speak

The speakers will be Viscount Bryce and the Honorable John William Davis, former Ambassador of the United States to Great Britain.

While the subject of discussion has not been definitely decided upon, it will include the relations between this country and Great Britain and probably the Conference upon the Limitation of Armaments which has been called by the United States to meet in Washington on Armistice Day.

A Distinguished Figure

Viscount Bryce, the distinguished author of the "American Commonwealth," is now eighty-three years old and is numbered among the world's foremost statesmen. His record in public life goes back to 1880, when he was elected a member of Parliament and became a follower of Gladstone, in whose Cabinet he subsequently had a seat.

Popular in America

He was one of the most popular British Ambassadors to this country, filling the post from 1907 to 1913, when he was appointed a member of the Hague International Court. Although his pub-

Members' Council LUNCHEON MEETING

SPEAKERS:

The Right Honorable VISCOUNT BRYCE, P.C.

Former Ambassador of Great Britain to the United States, Guest of Honor

The HON. JOHN W. DAVIS

Former Ambassador of the United States to Great Britain

DATE—OCTOBER 4

PLACE—HOTEL ASTOR

DOORS OPEN—12.00

LUNCHEON—12.30

SPEAKING—1.00

ADJOURNMENT—2.00

\$2—PAY AS YOU ENTER

lic services, not only to his own country but to the world in general, have been of great extent and value, he is probably best known as an author and essayist.

Mr. John W. Davis

Mr. Davis, who is a native of West Virginia, was elected as a Democrat to the 62nd and 63rd Congresses, resigning to become Solicitor General of the United States in 1913, a post which he held until 1918, when he was appointed by President Wilson United States Ambassador to Great Britain. He is re-

garded as one of the eminent lawyers of the country and his record in public life has been an enviable one.

Arrangements for the Meeting

Mr. William C. Breed, Chairman of the Members' Council, will preside over the meeting.

The doors of the Grand Ball Room of the hotel will open, as usual, at noon, and luncheon will be served at 12:30. Speaking will begin promptly at one o'clock and the meeting will adjourn at two o'clock. Guests who arrive late will be served only with the courses then remaining unserved. The price of the luncheon will be \$2, payable at the door, excepting for those who present cards for tables that have been reserved in advance.

Table Reservations

One-half of the tables, namely, those located on one side of the room, may be reserved in advance by members for groups of ten. The other half, of equally good tables, namely, those located on the other side of the room, will be kept open until 12:30 P. M. for members attending singly or in groups of less than ten, but no seats can be reserved at these open tables.

A member may arrange for one reserved table of ten, provided the reservations therefor are accompanied by a check for \$20. Reservations for these tables will be made in the order of receipt of applications and checks.

Year Book for 1921 Contains Impressive Record

President Morgan Calls Attention to the Fact that the Membership Was Greater at the End of the Year than Ever Before and the Report of the Secretary, Mr. S. C. Mead, Explains Why the City's Business Men Look to The Association to Protect Their Interests

The Merchants' Association's Year Book for 1921, covering the year which ended on May 1 last, is now being printed and will be ready for distribution to the members of The Association in the near future. It contains an impressive record of accomplishment.

Contents of the Book

The annual reports of the President, the Secretary, the Chairman of the Members' Council and the heads of the various Bureaus of The Association are contained in the Year Book. It includes also alphabetical and classified lists of the members of The Association, together with a summary of the plan of organization, a list of the officers and the members of the thirty-seven standing committees of the organization.

Membership at Top Notch

In his annual report, President William Fellowes Morgan, after referring briefly to the work of The Association during the year, says:

"Local recognition of The Association is reflected in the increased membership reported at the close of the fiscal year. During that year 759 new members were added to the rolls, bringing the total membership to 6,764, the largest in the history of The Association, and an increase of 401 over the total membership recorded in the last annual report. It is needless to say that this substantial increase in membership, and consequently in strength and influence, is a source of great gratification to the Officers and Directors of The Association."

The Members' Council

Mr. William C. Breed, Chairman of the Members' Council of The Association, called attention to the fact that the luncheon meetings during the year related specifically to business. The average attendance at these meetings was 1,100. Mr. Breed said:

"The popularity of the meetings of the Members' Council continued throughout the past year and, on the average, more publicity was given the meetings than heretofore. The past year's meetings were accorded many columns of news space in the press and a great

Effective Service

"It is gratifying to report that during the past year it has been The Association's privilege to render to its members and to the City, State and Nation more effective service than during any similar period since its organization."

"Successful operations in The Association have brought results of lasting benefit, and its manifold services have brought it added recognition from influential sources."

"Its cooperation with other organizations, notably the Chamber of Commerce of the United States and the International Chamber of Commerce, has been sincerely appreciated, as is evidenced by the important places accorded its representatives in the councils of those organizations."—From the Twenty-third Annual Report of the President of The Merchants' Association.

amount of editorial comment. This widespread dissemination of statements made by leading business men is of the greatest value, in an informative way, to the citizens of New York and the country at large."

The Secretary's Report

Mr. S. C. Mead, Secretary of The Association, summarizes in his report the work done:

"The principal feature distinguishing the activities during the year under review from previous years," he says, "has been the service rendered in connection with the problem of adjusting business, and the mental attitude of those engaged or employed therein, to the new conditions which have become operative as a result of the war, and which are still largely in a state of flux. * * *

"The most important activities which engaged The Association's attention during this period were in connection with:

"1. The breaking of the blockade on transportation of merchandise in New York City, arising from the longshoremen's strike, and the sympathetic boycott in connection therewith.

"2. The problem of industrial relations.

"3. The retention of the benefits of Daylight Saving."

The Merchandise Blockade

Mr. Mead devotes a considerable amount of space to the campaign led by The Merchants' Association to break the blockade of the transportation of merchandise, which resulted from the longshoremen's strike during the summer of 1920. He told how the Citizens Transportation Committee was formed by the leading commercial organizations of the City upon the call of The Merchants' Association and of the various efforts that were made to bring about reconciliation and the abandonment of the strike. The report then tells how the Citizens Trucking Company was created, upon the failure of specific efforts, and how the blockade was broken by the removal of the congested freight from the Coastwise steamship piers.

What This Association Did

"The Merchants' Association of New York not only initiated and fostered the Citizens Transportation Committee," Mr. Mead says, "but also gave to it liberally of its men, machinery and resources, having financed the Committee in its formative stage and assumed liability in a large sum for its activities. The Merchants' Association turned over its offices, its staff and its employees to the Committee, thus saving the latter a very considerable amount in salaries and rent. All departments of The Association were requisitioned in the Committee's service, including the Publicity Bureau, which kept the newspapers fully posted as to the facts."

Industrial Relations

Mr. Mead then refers to the work of The Association's Industrial Committee with regard to industrial relations. After summarizing the report made by the Committee on this subject, 25,000 copies of which were printed and distributed by The Merchants' Association, he says:

"The report has been received with enthusiasm by representatives of practically every class interested in the subject of industrial relations. It has been looked upon as particularly timely in

LEADING ACTIVITIES OF THIS ASSOCIATION LAST YEAR

presenting a program for peaceful and constructive relations between employers and employees, as opposed to the militant platforms urged by both radical labor leaders and radical employers."

Daylight Saving

In describing the campaign made by The Merchants' Association for Daylight Saving, Mr. Mead says:

"Convincing arguments in behalf of Daylight Saving were transmitted to the Governor and to the members of the Legislature. Floods of telegrams and letters urging retention of the law were sent by members of The Association to these officials, and the commercial, trade and other organizations of New York City and of cities and towns throughout the State likewise impressed their demand upon legislators. At the instance of The Association, a poll of employees in New York City offices, stores, factories and business houses in general was taken, with the result that of 284,642 persons voting, no less than 271,852 recorded their preference for Daylight Saving. In a pamphlet entitled 'Daylight Saving Necessary for the Public Health,' published by The Association and given wide circulation, conclusive evidence was adduced. Members of The Association's staff canvassed the members of the Senate and Assembly. Citizens were encouraged to communicate their wishes, by means of post card messages, to their representatives in the Legislature, with the result that from Buffalo 30,000 of such expressions were mailed to the senators and assemblymen from that City, and 15,000 from Westchester County to its lawmakers."

Other Activities

The Secretary's report refers more briefly to the work of The Association in behalf of the New York-New Jersey Port Authority, and it calls attention to the fact that during the year The Association

Acted upon four referenda from the Chamber of Commerce of the United States,

Furnished its members with more than 1,000 reports from the Charity Organization Society upon the character of charitable enterprises seeking to collect money from the public,

Cooperated with other organizations in the furtherance of operative objects,

Participated in the formation of the International Chamber of Commerce in Paris,

Acted upon various important matters

in connection with the administration of the Customs Service Revenue Law,

Devoted time and effort to the improvement and extension of cable and radio communication,

Continued its efforts for an adequate postal service,

Watched and served the interests of exporters and importers for the promotion of the City's foreign trade,

Investigated conditions surrounding immigration and made recommendations for the improvement of facilities and methods at Ellis Island,

Supported Governor Miller's program for dealing with the public service situation, for the improvement of local transit facilities,

Opposed the St. Lawrence Ship Canal on the ground that it would prove to be impractical and wasteful,

Continued its campaign for the adoption of the National Budget system,

Proposed reform in the leading operations of motor trucks using the highways in order to perfect unnecessary wear and tear,

Continued its campaign against the house fly,

Maintained its vigilance for the protection of the waters of the harbor from avoidable pollution.

Mr. Mead's report also contains brief summaries of the reports submitted by the various Bureaus of The Merchants' Association.

The Membership

As the report of the Membership Bureau shows, the fiscal year closed on April 30, with the largest enrollment The Association has ever had, namely, 6,764.

During the year 759 members were elected. Within that time seventy of the pending resignations were also withdrawn, making a total of 829 in membership upbuilding and maintenance. These figures nearly equal the record achievement in each of the previous two years. When the business upheaval, which has prevailed since October, 1920, is considered, the membership result in the fiscal year 1920-1921 more than compares favorably with that in any year since the creation of The Association, omitting the periods during which intensive campaigns have been conducted.

Broad in Extent

The new enrollment was drawn from practically every trade, industry and profession. It was even broader in scope than that of the previous year, as

it was assigned to 119 different sub-divisions within forty-five of the forty-seven divisions covering the classification of the entire membership.

These facts show that the new membership was of natural growth, an evidence of appreciation in the trades and professions of the necessity for and the utility of the activities of the organization. Expressed in other words, it is proof of the constantly increasing interest in The Association, as manifested by a desire to participate through membership in the important work for the welfare of the City.

Gains Made in Brooklyn

The preponderance of the new enrollment was again drawn from Manhattan Borough, but the response on the part of business interests in Brooklyn was even more encouraging than in the previous year. It gives The Association a larger membership from the Long Island Borough than it has ever had before. The Brooklyn support comes almost entirely from manufacturers, the continuity of whose membership is assured because of direct benefit derived from Bureau service as well as interest in the general work.

The membership accretion last year from New York City branches or selling agencies of industrial corporations whose executive offices and plants are located in towns and cities throughout the country, in some instances as far distant as the Pacific Coast, demonstrates that The Association's activities benefit all doing business in and from this City. With a total approaching one thousand, this class of support, each year increasing in number, is of much influence in furthering national activities in which The Association is interested from time to time.

Textile Interests Lead

In number, the new enrollment was also well distributed throughout the classification of the entire membership. The leading division was "Textiles, Wholesale Dry Goods and Kindred Lines," with eighty-seven. The enrollment within that division was assigned to ten different sub-divisions, with twenty-eight dry goods commission merchants or manufacturers and thirteen identified with Hosiery, Underwear and Knit Goods. With sixty-two "Food Products and Kindred Lines" was second in new enrollment, the membership falling within ten different subdivisions. Then followed "Drugs, Chemicals, Oils,

ALL BUSINESS FIELDS REPRESENTED IN MEMBERSHIP

Paints," etc., with fifty-two new members. "Transportation, Warehousing, Shipping and Kindred Lines" was fourth with forty-nine, closely followed by "Engineering, Building and Building Equipment," forty-seven, and "Iron and Steel, Metals, Heavy Hardware, Machinery," forty-six, in fifth and sixth positions, respectively. In the other divisions, the new membership ranged from one to thirty-seven, the latter figure covering professional interests, which ranked seventh in number.

Names Brought Up to September 1

Like the existing membership, the new enrollment, in addition to being diversified, stands out prominently because of its high standing. It therefore promises still greater prestige and influence in the conduct of The Association's important work in the public welfare.

Though the figures above quoted apply to new membership within the fiscal year May 1, 1920, to April 30, 1921, and to the membership on the close of that year, the enrollment in the 1921 Year Book is of September 1, 1921, when that publication went to press.

The 1921 Year Book closes its 338 pages with alphabetical and classified lists of members, with an intervening "Plan of Classification" and an "Index to Classification."

Best Proof of Prestige

These lists show the membership and its scope. Such support is the best proof of the prestige which The Association enjoys and of the power and influence which it exerts in the public welfare in commercial and civic affairs.

As the lists further show, the membership of 6,764 consists of individuals, firms and corporations, with firm and corporate enrollment preponderant to the extent of 80 per cent of the whole. As there is a conservative average of firm members or corporation officers, nearly 20,000 prominent business and professional men in the City of New York are interested factors in furthering The Association's purposes and undertakings.

The "Plan of Classification" and the "Index to Classification" covering it show the representative character of the membership, without referring to the names in the enrollment. In the "Plan of Classification," the membership is assigned to forty-seven large divisions, in which there are 138 different subdivisions, nineteen of the forty-seven having no subdivisions. From one to thir-

teen subdivisions constitute a division, with three to four as the average. There are more than 1,100 distinct listings in the "Index to Classification," which emphasizes the comprehensiveness of the enrollment with reference to representation of the trades, industries and professions.

Sources of Support

In numbers, the textile industry, banking, and export-import, in the order named, are the three most prominent in the membership. Although the textile industry was the nucleus for the creation of the organization in 1897 and has always been the banner division in numerical strength, The Association has enjoyed very liberal support in the following trades and industries:

Food Products and Kindred Lines
Men's Apparel and Furnishings
Transportation and Shipping
Leather and Boots and Shoes
Paper and Paper Products
Insurance
Heavy Hardware, Machinery
Women's and Children's Wear
Drugs, Chemicals, Colors, Oils and
Paints
Iron and Steel, Metals
Engineering, Building, Building
Equipment
Jewelry Stocks
Realty.

Strength in Cooperation

Judged by numbers as in the prominence of its enrollment, The Merchants' Association fairly represents the City's commercial and industrial interests, and makes the collective influence of the membership effective for the common good, achieving results that are impossible for individuals working separately to attain.

With the realization that the extent of the activities of The Association for the public welfare is limited only by membership support, there was a notable increase in the year under review in the number of interested members who either voluntarily or on request directly aided in the effort to enlarge the enrollment. This manifest desire of members to show appreciation of The Association's activities "To Foster the Trade and Welfare of New York" through cooperation in increasing the number and in still further broadening the scope of the membership, insures such growth from year to year as will materially add to the influence of The Association. The present eligible list of

8,222, representing every trade, industry and profession, affords basis for a membership of 10,000.

FARMS DOUBLE IN VALUE

At the close of 1920 there was invested in farm lands and buildings in the United States \$67,795,965,000. This compares with \$34,801,125,000 at the close of 1910. These figures, which have been compiled by the Bureau of the Census, show an increase of almost 100 per cent in the past decade. The number of farms shows only a slight increase in the same period, the total at the close of 1910 being 6,361,502, as compared with 6,448,366 at the end of last year. The value per acre was \$70 in 1920, as against \$39 in the earlier year. The actual increase in the number of farms was 86,864, or 1.4 per cent, while the actual increase in the value was \$32,994,839,000, or 94.8 per cent. The census, however, was taken last year, when prices were greatly inflated, so that if current prices were an indication the value would be much less than that reported above.

CITIES AND TELEPHONES

The number of telephones in some of the larger cities of the world at the close of the year 1919 is shown in the following table compiled by the "Telephone and Telegraph Journal of London":

New York	761,941
Chicago	504,429
London	311,350
Boston	246,594
Berlin	187,982
Philadelphia	180,102
Paris	149,957
San Francisco	134,042
Stockholm	126,962
Detroit	118,512
Los Angeles	121,945
Pittsburgh	98,149
Cleveland	97,222
Minneapolis	92,582
Washington	85,474
Copenhagen	85,312
St. Louis	82,611
Cincinnati	80,740
Hamburg	80,587
Vienna	79,651

SHIP TONNAGE INCREASES

The world has 61,974,653 gross tons of ships, and every maritime nation of importance, with the exception of Greece and Germany, has more tonnage under its flag than was registered at the outbreak of war. According to Lloyd's, there is now 11,703,000 tons more seagoing steel and iron tonnage afloat than in 1914.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

IMMIGRANTS NO LONGER REMAIN IN NEW YORK CITY

Time Has Gone By When This City Was Synonymous With America in the Imaginations of the New Comers from Other Lands—Interesting Analysis of Census Figures

Prepared by the Industrial Bureau of
The Merchants' Association

New York City is no longer the sole objective of immigrants to this country. Figures showing the population of Greater New York by Boroughs in 1920 and 1910 in terms of general nativity and color follow:

GREATER NEW YORK		1920	1910	Per Cent	Per Cent
		1920	1910	1920	1910
Native White	3,467,916	2,741,459	61.71	57.52	
Foreign White	1,991,547	1,927,703	35.44	40.44	
Negro	152,467	91,709	2.71	1.92	
Other Colored	8,118	6,012	.14	.12	
	5,620,048	4,766,883	100.	100.	
MANHATTAN		1920	1910	Per Cent	Per Cent
		1920	1910	1920	1910
Native White	1,246,826	1,162,559	54.59	49.86	
Foreign White	922,080	1,104,919	40.37	47.36	
Negro	109,133	60,534	4.78	2.60	
Other Colored	6,064	4,430	.26	.18	
	2,284,103	2,331,542	100.	100.	
THE BRONX		1920	1910	Per Cent	Per Cent
		1920	1910	1920	1910
Native White	460,019	277,715	62.25	64.44	
Foreign White	266,971	148,935	36.48	34.56	
Negro	4,802	4,117	.65	.96	
Other Colored	223	213	.02	.04	
	732,016	430,980	100.	100.	
BROOKLYN		1920	1910	Per Cent	Per Cent
		1920	1910	1920	1910
Native White	1,325,666	1,039,131	65.68	63.60	
Foreign White	659,287	571,356	32.67	34.95	
Negro	31,912	22,708	1.58	1.28	
Other Colored	1,491	1,156	.07	.07	
	2,018,356	1,634,351	100.	100.	
QUEENS		1920	1910	Per Cent	Per Cent
		1920	1910	1920	1910
Native White	351,985	201,576	75.04	70.97	
Foreign White	111,676	79,115	23.31	27.86	
Negro	5,120	3,198	1.09	1.12	
Other Colored	261	152	.06	.05	
	469,042	284,041	100.	100.	
RICHMOND		1920	1910	Per Cent	Per Cent
		1920	1910	1920	1910
Native White	83,420	60,478	71.58	70.34	
Foreign White	31,532	24,278	27.06	23.25	
Negro	1,499	1,152	1.29	1.34	
Other Colored	79	61	.07	.07	
	116,531	85,969	100.	100.	

For many years the foreigner crossing the Atlantic thought not of coming to the United States but "to New York." New York was the home of his friends. New York was where he stayed. Within recent years, however, the trend has changed. More foreigners have been going inland. The western and south-eastern States have received a surprisingly large proportion of the newcomers.

Building in Another Way

Meanwhile, New York has been building in another way. The 1920 census figures show that 85 per cent of the City's growth during the last decade has been in native white Americans, only 15 per cent in foreigners or colored peoples. The City has gained 726,457 new native whites, but only 63,844 new immigrants.

From 1910 to 1920 the foreign whites increased from 1,927,703 to 1,991,547; but during the same period the native whites jumped from 2,741,459 to 3,467,916.

Contrast with Former Years

These figures contrast markedly with those for the previous decade. From

1900 to 1910, New York's total population increased by 1,329,681. But more than 666,000, or about 50 per cent, of these people were immigrants. Only 632,000, or 48 per cent, were native whites.

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The greatest increase in native Americans as compared with immigrants was in Manhattan, where between 1910 and 1920 there was an actual loss of 182,000 in the immigrant population. Native whites have likewise increased at a more rapid rate in Brooklyn, Queens and Richmond. The Bronx is the only Borough which has kept approximately the same percentage of foreign-born during the last decade. In 1920 there were 226,971 foreign-born persons in the Bronx, about 36 per cent of the Bor-

Large Increase of Negro Population

The number of negroes in New York was almost doubled during the past ten years. In 1910 there were about 92,000 negroes here and in 1920 there were about 152,000, a net gain of over 60,000. Most of this increase was in Manhattan, where the gain was 49,000. Brooklyn was second with a gain of 9,000..

WOMEN FARMERS

Women are operating and working on many farms in the United States, according to a bulletin issued by the Bureau of Census. There are 261,553 women farmers, as against 6,448,366 men, and women owned 4.8 per cent of the farm area in 1920. There are 7,477 women farm operators in New York and 1,103 in New Jersey. The percentage of farms conducted by women ranged from 1.9 in Nebraska to 7.2 in Rhode Island. In seven States the proportion was 6 per cent or greater. These States were Rhode Island, Mississippi, New Hampshire, Connecticut, Alabama, Massachusetts and South Carolina.

INCOME TAX ANALYZED

Analysis of the income tax returns for 1919, when 5,332,760 persons paid the Government \$1,269,630,104 on total incomes of \$19,859,491,448, shows that 47.94 per cent came from wages and salaries. Dividends accounted for only 10.94 per cent, and interest and investment income 6.69 per cent. The remainder was distributed between business, partnership profits, profits from sales of real estate, stocks and bonds and rents and royalties.

THE GILBOA RESERVOIR

The new Gilboa Reservoir on the headwaters of the Schoharie River in the Catskills, which is being built to supplement New York City's Catskill water supply, will have an area of 1,170 acres. It will be 5.8 miles long, from .3 to .7 of a mile wide, and its average depth will be fifty-seven feet. It will store 22,000,000,000 gallons of water from a watershed of 314 square miles, upon which average rainfall since 1907 has been forty inches annually.

**The Merchants' Association
of New York**
The Woolworth Building
233 Broadway



**"To Foster the Trade and Welfare of
New York"**

Telephone Barclay 7660

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**AN IMPORTANT LUNCHEON MEETING
OF THE MEMBERS' COUNCIL
OF THE MERCHANTS'
ASSOCIATION**

The first luncheon meeting of the Members' Council of The Merchants' Association for the season of 1921-1922 will be distinguished by the presence of two former Ambassadors as guests of honor and speakers.

One of them will be the Right Honorable Viscount Bryce, whose active public career goes back to the days of Gladstone and who is today one of the outstanding figures among the world's leaders of political thought. Lord Bryce has been known and loved in this country ever since he wrote the "American Commonwealth" and the popular regard for him was heightened by his years of service as British Ambassador at Washington.

Former Ambassador John W. Davis, who represented this country in the British capital under the last administration, is universally admired and respected for his abilities and his Americanism.

The great questions now before the world are certain to be considered in the addresses of these two brilliant men. The meeting on October 4 is one that no member of The Merchants' Association can afford to miss if it is possible for him to be there.

RECORD OF THE MERCHANTS' ASSOCIATION FOR 1921

The Merchants' Association's record for the year that ended on May 1 is contained in the Year Book for 1921, which is now coming from the press.

The story of The Association's activities is contained in the reports made by the President, the Secretary and the various Bureau heads. It is a story in which every member of The Merchants' Association and indeed every citizen of New York City, may well take satisfaction.

In his report President William Fellowes Morgan expressed gratification that The Association had been privileged "to render to its members and to the City, State and Nation more effective service than during any similar period

since its organization." He called attention to the manifestation of approval shown by the increase in the strength of The Association with the addition of 759 new members during the year, bringing the total membership up to 6,764, the largest in the history of The Association. This is an increase of 401 over the membership total reported in the last previous annual report.

Mr. Morgan, at serious personal sacrifice, accepted reelection to the office of President for the current year. He and the other officers of The Association gave last year and are giving their time and effort freely to the work of The Association, convinced that by so doing they could best serve the interests of the City of New York.

In the Secretary's report, Mr. S. C. Mead reviews the work of The Association, and even the members who have been most active in carrying on this work will be surprised at its variety and extent.

An analysis of The Association's membership shows that it includes adequate representation of all the important business interests of the City. Each member of The Association will receive in due course a copy of the Year Book, and the officers earnestly commend it to an examination as careful as circumstances will permit.

THE FIRE LOSS

In the year 1913, which may be taken as a fair one for purposes of comparison, because it was the year before the outbreak of the war, the average fire loss for each man, woman and child in France was forty-nine cents; in England it was thirty-three cents; in Germany, twenty-eight cents; in Austria, twenty-five cents; in Italy, twenty-five cents; in Switzerland, fifteen cents; in Holland, eleven cents; in the United States, \$2.10.

On an average, the United States loses annually from fire a sum equal to the interest upon \$6,000,000,000 of Liberty Bonds, or upward of \$250,000,000. The loss in 1918 reached \$350,000,000. The mere statement of these facts ought to bring reform.

NEW YORK INCREASES LEAD IN CLOTHING INDUSTRY

Analysis and Comparison Made by the Industrial Bureau of The Merchants' Association Show That the City Retains Its Preeminence as the Needle Trade Center

Prepared by the Industrial Bureau of
The Merchants' Association

New York City is increasing its lead as the first city of the country in the manufacture of men's apparel. It is not standing still and just holding its own. It is gaining on its competitors. It has long been the acknowledged leader in this great industry and the latest official figures indicate that its position is secure.

Men's and Boys' Apparel \$732,567,000

In 1919 New York City manufactured men's and boys' apparel of various kinds valued at approximately \$732,567,000. The City's production in 1914 amounted to \$255,277,000 and in 1909 to \$269,489,000. After making due allowance for all increases in prices, the 1919 figure still represents a considerable advance over previous records.

New York City's production of men's and boys' apparel in 1919 amounted to 32 per cent of the country's total production of such goods. In 1914 New York's production equaled 27 per cent of the total and in 1909, 30 per cent.

This information is obtained from a study of Census reports for 1914 and 1909 and carefully estimated figures for 1919.

There are four main classifications used by the Bureau of the Census which cover all of the important lines of industry connected with the manufacture of men's and boys' apparel: *Men's Clothing, Including Shirts*, which includes also boys' clothing; *Men's Furnishing*

Goods, a miscellaneous classification about 75 per cent of which is neckwear but which includes also belts, handkerchiefs, cloth gloves and mittens, cloth underwear, bath robes, etc.; *Hats and Caps* for boys and men, including straw, fur-felt, and a miscellaneous group of hats and caps of other materials such as silk, linen and the like; and *Hosiery and Knit Goods*, which includes mostly hosiery and knit underwear, and also gloves and other knit goods.

Output of Men's Clothing

The value of *Men's Clothing, Including Shirts*, manufactured in New York City in 1919 was more than \$564,400,000. In 1909 the value of men's clothing and shirts manufactured in New York was equal to 38 per cent of the total value of this industry in the country. In 1919, ten years later, New York was manufacturing 41 per cent of the country's production of such clothing. There was a slight decrease in the percentage manufactured by New York in 1914, but that decrease was more than made up by 1919. In the manufacture of shirts alone the increase from 1914 to 1919 in New York's share of the country's production was notable, amounting to almost 10 per cent. The value of the 1919 production of shirts alone amounted to approximately \$83,811,000.

In 1919 New York City was manufacturing one-half of all the *Men's Furnishing Goods* made in the United States, rising 9 per cent above its 1914 proportion and 5 per cent over 1909. The

value of New York's output of neckties, belts, handkerchiefs, bathrobes and similar accessories amounted in 1919 to more than \$54,000,000.

Hats and Caps

The percentage of men's and boys' *Hats and Caps* produced in New York remained approximately the same in 1919 as in 1914, the 1919 value of these products amounting to more than \$44,800,000. In both years New York City produced hats and caps of various kinds with a total value equal to 28 per cent of the country's total—an increase of 5 points over 1909. The increase in the manufacture of straw hats is especially noteworthy. In 1909 the value of straw hats manufactured in New York City amounted to 30 per cent of all straw hats made in the United States. This figure was increased to 34 per cent in 1914 and to 37 per cent in 1919. Hats made of fur-felt, on the other hand, remained at about the same level in 1909 and 1914 and then jumped in 1919 from 10 per cent of the country's production to 14 per cent. The value of miscellaneous hats and caps, other than felt, straw and wool, dropped from 54 per cent of the country's total in 1909 and 57 per cent in 1914 to 48 per cent in 1919.

Hosiery and Knit Goods

During the last ten years the value of *Hosiery and Knit Goods* manufactured in New York City has shown an increase when compared with the country's production of these same goods. In 1909 and 1914 New York made 7 per cent of the country's total; while in 1919 it made 10 per cent. The total value of New York's knit goods for 1919 was more than \$69,300,000, making this classification second to men's clothing, including shirts.

In addition to these important classes of industry, figures for the value of suspenders, garters and elastic woven goods are available for 1914 and 1919. The value of New York's production of these goods in 1919 was over \$10,400,000, and in both 1919 and 1914 amounted to 18 per cent of the country's production of such goods.

As complete figures for the number of establishments and wage earners are not yet available, a comparison of such

MEN'S CLOTHING INDUSTRY—NEW YORK CITY COMPARED WITH UNITED STATES

Classification	Year	No. of Estab.		Wage Earners (Average No.)		Value of Products		Percent of Country's Total Mfd. in N. Y. C.
		N. Y. C.	U. S.	N. Y. C.	U. S.	N. Y. C.	U. S.	
Clothing, Men's, including Shirts	1919	2,516	6,158	53,753	.....	\$564,407,000	\$1,368,302,000	41
	1914	2,332	5,622	56,853	225,719	192,112,000	554,026,000	35
	1909	2,523	6,354	67,011	229,696	218,816,000	568,076,000	38
Furnishing Goods, Men's	1919	236	489	5,319	.....	54,050,000	108,157,000	50
	1914	210	551	5,583	22,459	21,446,000	52,453,000	41
	1909	.....	602	.....	15,920	18,819,024	42,180,000	45
Hats and Caps, all kinds	1919	436	1,032	7,181	.....	44,802,000	159,205,000	28
	1914	374	958	7,681	38,133	22,712,000	81,387,000	25
	1909	301	865	6,954	40,079	18,789,000	82,978,000	23
Hats and Caps, other than felt, straw and wool	1919	228	709	8,323	.....	21,160,000	44,540,000	48
	1914	273	580	4,019	7,322	10,524,000	18,592,000	57
	1909	226	494	8,210	6,201	7,512,000	13,689,000	54
Hats, fur-felt	1919	36	176	1,819	.....	11,760,000	32,748,000	14
	1914	31	224	1,282	21,318	9,602,000	37,350,000	10
	1909	33	273	1,770	25,064	4,765,000	47,865,000	10
Hats, straw	1919	72	147	2,040	.....	11,882,000	21,920,000	37
	1914	70	149	2,330	9,483	8,586,000	25,444,000	34
	1909	42	98	1,974	8,314	6,512,000	21,424,000	30
Hosiery and knit goods	1919	462	1,972	8,800	.....	69,308,000	686,009,000	10
	1914	302	1,623	7,692	150,520	19,007,000	258,913,000	7
	1909	180	1,374	5,881	129,275	13,565,000	200,148,000	7
Suspenders, gar- ters and elastic woven goods	1919	76	132	1,209	.....	10,403,000	58,884,000	18
	1914	81	216	1,032	9,646	4,264,000	24,428,000	18
	1909	..	251	....	10,141	.....	23,356,000	..

(Continued on page 8)

CANADIAN CUSTOMS REGULATION WILL INCREASE PRICES

This Association Points Out How the Requirement for Marking Goods "Made in the United States" Will Add to the Cost of Articles—As to Gloves, Hosiery and Textiles

Certain customs regulations of Canada requiring the name of the country of origin to be stamped upon imports have been made the subject of representations by The Merchants' Association to the Department of State.

Would Increase Costs

The regulations to which objection is made refer to fabric gloves, hosiery and cloth in the web or roll, the cost of which to Canadian consumers will be increased by enforcement of the marking regulations.

The facts are set forth in the following communication addressed by Mr. S. C. Mead, Secretary, on behalf of The Merchants' Association, to the Foreign Trade Adviser of the Department of State, Dr. W. W. Cumberland:

"The Merchants' Association of New York desires to invite the attention of the Department of State to certain rulings of the Department of Customs and Excise of Canada which have recently been issued under the tariff changes of 1921. We refer to the memorandum issued by the Assistant Commissioner of Customs and Excise under date of August 4, 1921, file 104411, No. 9, which issues instructions to collectors of customs with respect to the marking of goods imported into Canada with the country of origin. You will doubtless recall that the new Canadian regulations governing the marking of imported goods were originally intended to be effective on October 1, 1921, but that the date of initial operation has been postponed until January 1, 1922.

Sections in Question

"The particular sections of the departmental regulations to which we refer are as follows:

"14. Fabric gloves are in the opinion of the Department capable of being marked without injury either by stamping or by means of gummed labels on the inside of the wrist, where the brand or trade-mark usually appears.

"15. Hosiery may be so marked upon the foot where the brand or trade-mark usually appears.

"16. Cloth and material in the web or roll capable of being marked without injury shall be so marked with indication of country of origin upon each three yards thereof, and in case of carpets upon each five yards thereof."

"The announcement indicates that the regulation applies equally to merchandise from all countries, so that

there is no discrimination against merchandise from the United States.

American Sellers Alarmed

"The requirement respecting gloves, hosiery and textiles is causing serious anxiety among American sellers of these goods. Houses in New York dealing in textiles believe that the requirement will prove a serious handicap upon trade in textiles between Canada and the United States inasmuch as it will be extremely difficult to comply with the regulation without a material increase in the cost of the goods. Either the stamp must be placed on the selvedge of the textiles during the process of manufacture or at the time of sale.

"Since no other country apparently requires marking on such a basis, textiles will be so stamped during the process of manufacture at the mill only if the order for the goods is placed with the mill before the goods are manufactured. Under such circumstances the extra expense of marking textiles in process every three yards would be considerable, but it could, of course, be done."

Would Compel Heavy Task

"However, we are informed that Canadian buyers of textiles purchase largely from stock already produced. This would mean that the American sellers of domestic and imported goods already made up would be required to open and stamp indelibly the name of the country of origin on every three yards of every bolt of goods sold for shipment to Canada. The same would apply to every pair of fabric gloves and to each pair of hosiery shipped. This procedure would be a gigantic task and would add materially to the cost of the merchandise to the Canadian people.

"Inasmuch as Canada produces only a small part of the hosiery and textiles consumed, the added cost to Canadian users would be a material one. For example, during the calendar year 1920 the United States shipped to Canada approximately 344,000 dozen pairs of hosiery and approximately 71,700,000 yards of cotton, woolen and silk piece goods.

Asks That Representations Be Made

"The object of this letter is to suggest that, if the Department deems it wise, and if investigation on the part of

the Department indicates that the facts are as stated above, consideration be given to the wisdom of the Department of State calling the matter to the attention of the proper officials in Canada. The Department of State could thereby ascertain whether or not Canadian officials could devise some other less burdensome means of fixing the country of origin on imported merchandise which would give Canadian authorities the desired results without bringing about so serious a handicap on trade between the United States and Canada and so heavy an additional burden on the Canadian consumers of these classes of merchandise.

"Thanking you in anticipation of any consideration you may give this matter, we are, etc."

NEW YORK CITY HOLDS LEAD IN NEEDLE TRADES

(Continued from page 7)

figures is not practicable at the present time. However, totals of the figures listed under these headings in the accompanying table are as follows:

Year	No. of Estab.		Wage Earners (Average No.)	
	N.Y. C.	U. S.	N.Y. C.	U. S.
1919	4,162	10,866	83,443	.....
1914	3,574	9,917	86,453	484,590
1909	3,305*	10,311	86,300*	475,190

*Incomplete.

INCOME TAX OF 1919

According to figures made public on July 25 by the Bureau of Internal Revenue at Washington the total personal income tax levy (normal and surtax) for the calendar year December 31, 1919, was \$1,269,630,104. Of that amount \$468,104,801 represented normal tax and \$801,525,303 surtax. The number of personal returns filed was 5,332,760, and the total amount of net income reported by these returns was \$19,859,491,448. The figures do not include the income tax levy on corporations.

SAVINGS BANK RESOURCES

The total resources of the savings banks of New York State on July 1, 1921, were upward of \$2,856,000,000, as compared with \$2,588,000,000 on July 1, 1920.

CONVENTIONS HERE DURING OCTOBER

Convention Bureau of The Merchants' Association Makes Public an Interesting List

IMPORTANT EVENTS INCLUDED

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of October:

National Association of Drugless Practitioners—October 2-3.

National Association of Chair Manufacturers—October 3-4.

International Acetylene Association—October 4-6.

American Manufacturers' Export Association—October 5-6.

American Engineering Standards Committee—October 6.

National Automobile Chamber of Commerce—October 6.

International Brotherhood of Electrical Workers—October 6-8.

Society of American Dramatists and Composers—October 10.

Order of the Eastern Star of the State of New York—October 11-13.

National Association of Gardners—October 11-13.

Association of Water Line Accounting Officers—October 12.

Eastern Supply Association—October 12.

Bronx County Kennel Club Show—October 12.

National Business Show—October 17-22.

Automobile Salon—October 17.

Volunteers of America, Directors' Meeting—October 17.

New York State Circulation Managers' Association—October 18-19.

American Railway Bridge and Building Association—October 18-20.

Bridge and Building Supply Men's Association—October 18-20.

National Machine Tool Builders' Association—October 18-20.

International Catholic Truth Society—October 19.

American Association of Dining Car Superintendents—October 19-21.

American Asiatic Association—October 20.

Association of Life Insurance Medical Directors of America—October 20-21.

National Association of Audubon Societies—October 24-25.

Insurance Institute of America—October 25.

American Iron and Steel Institute—October 28.

New York and New England Association of Railway Surgeons—October 29.

American Power Boat Association—October.

Association of Manufacturers of Chilled Car Wheels—October.

Eastern Automobile Underwriters' Conference—October.

National Association of Glue and Gelatine Manufacturers—October.

ENGLISHMEN LIKE AMERICAN PETROL

Oils and Other Products of United States Petroleum as Exports to Great Britain

EFFECT OF THE TRADE SLUMP

Prepared by the Foreign Trade Bureau of The Merchants' Association

The Merchants' Association early in September received an interesting communication from the American Chamber of Commerce in London with respect to the marked possibilities in the United Kingdom for American petroleum products.

Information of Value

The letter contains much information of interest and value to different members of The Association.

The list of importers to which its last paragraph refers may be obtained by members on application to the office.

"American petroleum products are popular and trade during the past year has shown signs of considerable expansion in all products, excepting scale wax and lubricating oils," says the letter. "There is no doubt that the recent coal strike has been responsible for considerable proportion of the increased trade, especially in motor spirit and fuel oils.

Effect of Trade Slump

"There is, of course, a general trade slump over here, but we have been told that the present slump in prices in the States has not affected sales to any great extent, for in many products the reduction in prices in America has not been reflected here. The market is still good (in spite of the end of the coal stoppage), but it is doubtful if the demand all round will maintain its high level.

"One opinion given us is that it will not increase for some time to come.

"American petroleum products are popular over here for the reason that the bulk of this country's petroleum requirements come from the States. The other countries of origin are mainly the Far East and Persia, though a few cargoes have recently come forward from Roumania.

Facilities for Storage

"We have recently been making enquiries as to what ports had storage facilities for imported petroleum products. The Anglo-American Oil Company and other large companies have, of course, their own tanks at all large ports, but in addition to these there are storage facilities for petroleum products at London, Liverpool, Manchester, Hull, Swansea.

Export Figures for Lubricating Oils

"We have been able to obtain the following export figures for lubricating oils which, we are told, include heavy steam lubricants, these not being classified separately:

	Month ended 30th June		
	1918	1920	1921
Lubricating oils, Gals.	828,809	293,432	
	Six Months ended 30th June		
	1918	1920	1921
Lubricating oils, Gals.	4,194,358	3,154,947	

"The following figures are the exports from this country of paraffin wax which, we understand, includes crude yellow scale wax and white scale wax as these have no separate headings in the Customs figures:

	Month ended 30th June		
	1918	1920	1921
Paraffin wax...Cwts.	35,078	16,042	5,627
	Six Months ended 30th June		
	1918	1920	1921
Paraffin wax...Cwts.	181,734	125,047	43,749

Other Figures Not Given

"As regards petroleum products otherwise than mentioned above, no separate figures are given. It is possible, however, to obtain from the Custom House, Statistical Office, on payment of a fee of £2, the return of the registered re-exports from the United Kingdom of Petroleum Lamp Oil, Lubricating Oil, Gas Oil and Mineral Jelly (separately), showing ports of shipment, quantity, value and countries of destination. Separate particulars of Kerosene, White Stocks and Petroleum are not available.

"I enclose a list of importers of petroleum products."

LENGTH OF CATSKILL AQUEDUCT

The length of the Catskill Aqueduct from the Ashokan Reservoir to the Northern boundary of the City, is ninety-two miles.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

HOW THE TRAFFIC BUREAU SERVES NEW YORK SHIPPERS

Assistant Manager Describes the Theory and Practice of the Bureau in Giving Aid to Members of The Merchants' Association in Solving Traffic Problems

By Mr. W. H. CONNELL

Assistant Manager of the Traffic Bureau
of The Merchants' Association
of New York

The commercial life of New York City comprehends

1. The distribution among its own citizens of the goods produced and manufactured within its borders.

2. The marketing of surplus manufactures.

3. The distribution among its own people of goods produced outside but needed for their consumption or as raw materials for articles manufactured in the city.

4. The distribution of goods between outsiders.

Four Divisions of Transportation

The transportation required in the performance of these phases of distribution may be classified into four divisions also, viz.:

1. Local or intracity transportation by horse or motor trucks.

2. Rail, water and motor truck facilities and service for making outbound shipments both domestic and export.

3. Similar facilities and service for receiving inbound shipments both domestic and import.

4. Facilities and service to care for domestic and foreign shipments passing through the City en route to their destinations.

It is the purpose of the Traffic Bureau of The Merchants' Association

1. To foster and protect the community's interests in transportation matters, and

2. To advise and assist members in solving their individual transportation problems.

In general what is good for the community as a whole is also good for the individual member. This is especially true in the four phases of our transportation problem. In each of these phases the individual shipper or receiver as well as the whole community desires and must have

First—Safe transportation,

Second—Quick transportation, and

Third—Transportation at reasonable cost.

Part of a Traffic Bureau's work con-

sists in rendering to individual members such advice and assistance as will enable them to obtain these ends.

Some of the matters upon which The Merchants' Association's Traffic Bureau serves New York as a whole and renders advice and assistance to its individual members are:

I

Safe Transportation

By cooperating with the various carrier associations and committees in efforts to secure proper packing, marking and description of freight and express shipments.

Through the medium of "Greater New York," correspondence, and personal solicitation, the Bureau endeavors to awaken in shippers a realization of the importance of this matter and the need for their cooperation through compliance with classification and other rules and regulations governing this subject. The Bureau has also cooperated with the carriers in their efforts to secure more adequate police supervision by the City and the promulgation of ordinances having for their purpose the protection of freight and express shipments in their movements from, to and through New York.

In its efforts to render individual service in this matter the Bureau representatives, accompanied by carrier officials, visit the shipping and receiving departments of members experiencing difficulties and make recommendations and suggestions which are effective in securing relief. The Bureau also accompanies individual members before classification and other carrier committees in protest against superfluous and injurious rules proposed to govern the packing, marking and description of freight and express shipments.

A large proportion of individual service rendered under this head consists of advice and assistance in the preparation, filing and prosecution of loss and damage claims. In order to render effective service, knowledge and training in the law governing the various phases of the carriers' liability and the mechanics in handling claims are required.

II

Quick Transportation

The Bureau cooperates with carrier committees and with individual officers

charged with establishing package car service to and from New York. It also takes up, in behalf of individual members, questions relating to delay in the movement of their shipments. Frequently the Bureau's efforts with carriers to secure greater expedition in moving shipments of an individual member have resulted in a general improvement of the carrier's service and hence a conservation of the interests of the community as a whole.

Delays to trucks at steamship and railroad piers constitute a most vexatious and expensive situation at New York. The Bureau on several occasions, after thorough study of the situation existing at several points, has made recommendations to shippers and carriers which materially reduced this delay at the point involved.

The free and uninterrupted movement of freight over piers and through streets is an end which the Bureau is constantly striving to attain.

III

Transportation at Reasonable Cost

The production of goods without the ability to market them is of no avail. The ability to market goods is to a material extent influenced by the relation which a producing or consuming community bears to other communities producing or consuming the same goods.

The major part of a Traffic Bureau's work, therefore, consists in inducing the carriers to establish and maintain such rates, rules and charges as will conserve to the community and to the individual shippers and receivers thereof the ability to market its and their products on a fair basis.

By far, the greatest volume of a community's business consists of domestic freight moving in interstate commerce; hence the Bureau's contact in matters relating to rates, rules and charges is most frequently made with the carriers and with the Interstate Commerce Commission.

The Interstate Commerce Law governs the movement of domestic business in interstate commerce. The Traffic Bureau's negotiations with the carriers and the Commission are based very largely upon the provisions contained in the first four sections of that law.

Section 1 provides that all rates, rules and charges for the transportation of

SERVICE RENDERED BY ASSOCIATION'S TRAFFIC BUREAU

persons or property shall be just and reasonable. All unjust and unreasonable rates, rules and charges are prohibited and made unlawful.

Sections 2 and 3 prohibit and make unlawful all rates, rules and charges which are unjustly discriminatory or unduly prejudicial to any particular person, firm or locality.

Section 4 prohibits and makes unlawful the assessment of a higher rate or charge for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance. This section also prohibits and makes unlawful the assessment of through rates which are higher than combinations of intermediates. The Commission in special cases is authorized to grant departures from the provisions of this section.

Reasonable Rates

One of the tests of a reasonable rate or charge provided for in Section 1 of the Interstate Commerce Law is its relationship to other rates and charges in the same general territory. In determining this relationship the Bureau must and does give due consideration to the distance of the haul, competition (water, carrier and market) and the character of service rendered.

Discriminatory and Prejudicial Rates

The theory of the common law is that all who are situated alike must be treated alike. In determining whether a particular rate, rule or charge is unjustly discriminatory or unduly prejudicial the Bureau must and does consider the rates, rules and charges assessed by the same and other carriers at the same and other points for service of the same character, rendered under substantially similar circumstances and conditions.

The establishment of carload and less than carload rates to the uninitiated would appear to be unduly discriminatory and prejudicial. This, however, is not the case. It is only when the carrier in the establishment of such rates grants carload rates to certain shippers or to certain communities and not to others who are lawfully entitled to them by reason of their ability and willingness to ship in the same quantities under like conditions that the discrimination or prejudice becomes unjust, undue and unlawful.

Rates Under the Long and Short Haul Rule

The special cases referred to in Sec-

tion 4 as authority for the Interstate Commerce Commission to grant to carriers permission to charge less for a longer than for a shorter haul arise principally where a long line desires to meet the competition of a more direct carrier or route, and where a rail carrier desires to compete with a water carrier in business to and from points served by each.

Water competition and distance of haul have always been potent factors in the establishment of railroad rates and the Traffic Bureau must be most zealous in conserving to the community and to members of the organization its and their natural advantages accruing by reason of their location.

The service given to individual members under the sections of the law referred to consists of advice and assistance in preparing, filing and prosecuting applications to the carriers for reduced rates or charges and in the preparation, filing and prosecution before the Interstate Commerce Commission on its formal and special dockets of complaints involving infractions of these sections of the law.

During the last fiscal year the Traffic Bureau of The Merchants' Association participated in several important cases before the Interstate Commerce Commission, involving the reasonableness and propriety of rates proposed by the carriers, viz., in Increased Rates 1920 (58 I. C. C. 220) and in the Intermediate Rate Case (61 I. C. C. 226).

At the present time the Manager of the Bureau is actively participating in negotiations with carrier committees relative to the establishment of reasonable and non-discriminatory rates to and from the Virginia Cities and to and from the Southeast.

During the same period the Bureau advised and assisted many members in their efforts with the Classification Committees and the Trunk Line Association to secure lower rates and at present is negotiating with the Transcontinental Freight Bureau on behalf of a member desiring to secure the same ratings on grain sickles as apply on grass hooks shipped into Transcontinental territory.

The Bureau cooperates most cordially advance the transportation interests of New York, and the individual members of The Merchants' Association, and op-

poses them most strenuously when propositions adverse to these interests are made.

WOMEN OUTNUMBERED

There were 2,090,132 more males than females in the United States in 1920, making the ratio 104 to 100, as compared with 106 to every 100 females in the period of 1900-10, according to the Census Bureau. A preponderance of males has been shown in every census, due primarily to the considerable number of foreign-born residents, among whom the males greatly outnumber the females. Thirteen per cent of the country's total population in 1920 were foreign born. Every State except Massachusetts, Rhode Island, New York, North Carolina, South Carolina, Georgia and Alabama had an excess of males over females. These seven States had ratios ranging from 96.3 to 100 for Massachusetts, to 99.9 for North Carolina. The District of Columbia had a far greater excess of females than any State, its ratio being only 87 males to 100 females, and Nevada had 148.4 males to every 100 females, the highest ratio of any State.

AUTO DEATHS

Despite the large number of automobile fatalities reported in New York City, the mortality rate from this cause is lower in New York City than in any other large city in the United States.

The table for eighteen of the largest cities of the country showed the following figures:

	Average rate per 1,000,000 population all five years 1915-19	Rate per 1,000,000 population year 1920	No of deaths vehicles 1920
Los Angeles.....	333	391	230
Pittsburgh.....	412	332	196
Buffalo.....	299	331	189
Toledo.....	314	324	80
Jersey City.....	293	314	94
Detroit.....	320	306	312
Columbus.....	329	271	65
Chicago.....	280	268	731
Newark.....	244	266	111
San Francisco.....	304	262	134
Milwaukee.....	213	256	118
Denver.....	183	236	161
Providence.....	258	218	52
St. Louis.....	214	216	168
Boston.....	272	202	152
Portland, Ore.....	171	176	46
Washington.....	207	169	75
New York.....	171	166	943

Figures for fatalities so far in 1921 have not yet been announced.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

PLAN TO LIBERATE CITY HALL PARK

**Postmaster General Hays Confers
with His Advisers on Re-
moval of Old Building
Building**

URGED BY THIS ASSOCIATION

The plan for the removal of the old Post Office building in City Hall Park to a new site to be provided by the City adjacent to the County Court House site, was discussed last Monday at a meeting of Postmaster General Will H. Hays and the Citizens Advisory Postal Committee which he appointed last August. Postmaster Edward Morgan and Mr. George W. Perkins, Jr., Mr. Hays' private secretary, attended the meeting, which was held in the office of United States District Judge Martin T. Manton.

Advisory Committee Members Present

Members of the Citizens' Advisory Committee who attended the meeting were: Mr. William Fellowes Morgan, President of The Merchants' Association; Mr. Darwin P. Kingsley, President of the Chamber of Commerce of the State of New York; Colonel Michael Friedsam, President of B. Altman and Company; Former Governor Alfred E. Smith, and Mr. Clarence H. Kelsey, President of the Title Guarantee and Trust Company. Representative Albert B. Rosedale, who introduced in Congress a bill providing for the removal of the old Post Office, was also present.

City Preparing an Offer

Postmaster Morgan reported on the negotiations with the City administration for the exchange of the site occupied by the old Federal Building, between Mall Street, Park Row and Broadway, for new land on which to erect a modern structure. The City officials are working out comprehensive proposals looking to the transfer of the offices to City-owned property adjacent to the court house excavations. The new building will be designed to fit in with the plans for a civic center near City Hall Park. This project Mr. Hays characterized as "splendid."

A public hearing on the project for the exchange of sites will be given by the Board of Estimate on September 30.

Other Subjects Discussed

Other subjects under discussion were the installation of pneumatic tubes to

expedite mail movements within the City; the addition to the general post-office at Thirty-third Street and Eighth Avenue, and the new station to handle mail for the New York Central on Eleventh Avenue. On each of these matters, Mr. Hays said, much valuable information was presented to the conference, but much more will be needed. Each member of the Committee was assigned a field for further investigation and is to report at the next meeting.

This Association Urges Exchange

In a letter to the Board of Estimate on Wednesday, President William Fellowes Morgan, for The Merchants' Association, said:

"You have before you a letter to the Mayor from Postmaster Edward M. Morgan, concerning the willingness of the City to exchange for the site of the old Post Office (adjoining City Hall Park) certain City-owned properties adjoining the site of the new County Court House. These latter properties abutting on the Court House site were acquired for the express purpose of providing suitable sites for future public buildings to be grouped about the Court House, thus forming a civic center of imposing architecture and great dignity. The possible location of Federal public buildings upon such civic center was expressly contemplated.

"A joint Congressional Commission has recently recommended the demolition of the present Federal building at Broadway and Park Row for the reason that it is inadequate and unsuitable both for postal and court purposes; and has further recommended that there be substituted for it two new and separate buildings, one exclusively for postal purposes upon the present site, and one for the Federal Courts and other Federal offices upon a different site.

Has Long Advocated Removal

"This Association has long advocated the removal of the existing unsightly and unserviceable Federal building and the restoration of its site to its original status as part of City Hall Park. Public sentiment generally strongly approves this change.

"Present conditions offer a favorable opportunity for bringing about that result through an exchange of properties which will enable the Federal Government to provide the additional facilities which it needs and will enable the City to enlarge City Hall Park. We believe that such an exchange would be highly beneficial to the people of the City as it would not only give them more park space but would also permit better postal and Federal Court facilities, both of which are much needed.

"We, therefore, earnestly request your honorable Board promptly to take such action as may be necessary to enter into negotiations with the Federal Government for the purpose of effecting an exchange of the respective properties upon equitable terms."

LEGISLATIVE WORK

Bureau Answered Ninety-nine Requests for Information During Last Month

The Legislative Service Bureau of The Merchants' Association answered ninety-nine requests for information from members of The Association during August. Of these, fifty-seven were related to Federal legislation, eight to State legislation and the remainder to City ordinances and miscellaneous subjects.

SERVICE MEN USED AS BEGGAR DECOYS

**Legion in This County Warns the
Public Against Contributing
to Solicitors for Veterans**

LEGION HAS NO COLLECTORS

**Prepared by the Bureau of Advice and
Information of the Charity
Organization Society**

The New York County American Legion has issued the following warning against unauthorized solicitation on behalf of the ex-soldier:

"It has been brought to the attention of the Executive Committee of New York County American Legion that numerous persons are collecting funds at the theatres and in the trains and street cars of our transportation companies, soliciting these funds in the name and for the benefit of the ex-service men in hospital.

Legion Has No Solicitors

"Believing that a great deal of this soliciting is unauthorized and is being done by persons who are not turning these funds over for the benefit of our wounded comrades, the American Legion of New York County desires to take this means of bringing the matter to the attention of the public, and we desire to inform all who may be interested that the American Legion has no solicitors or collectors in New York City soliciting funds for any purpose, and if the Legion name is being used by any such persons, they are not authorized by this organization.

Would Protect the Public

"This statement is issued in an attempt to protect the public from persons who are using the ex-service man and his needs for their own benefit."

Members of The Merchants' Association can secure confidential reports upon organizations established for the aid of the ex-service men by applying to the Bureau of Advice and Information, 105 East Twenty-second Street, or by telephoning Gramercy 4066.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, OCTOBER 3, 1921

No. 35

Eagerness Shown to Honor Viscount Bryce

Response to the Announcement of the Members' Council Luncheon Meeting, Which Will Be Held Tomorrow, With Lord Bryce and Former Ambassador Davis as Speakers, Indicates an Unusually Large Attendance, though There Is Still Room for a Few More

The responses made to the announcement of the Members' Council luncheon meeting in honor of The Right Honorable Viscount Bryce indicate that the meeting will be very largely attended by members of The Merchants' Association and their friends.

Nearly one hundred special invitations to the meeting have been issued. The guest list contains many distinguished names.

Not Yet Too Late

The luncheon will be held at noon tomorrow in the Grand Ball Room of the Hotel Astor. Many members of The Association have exercised their privilege of reserving tables, which any member of The Association may do upon payment in advance of twenty dollars, two dollars for each of the ten seats at the table. This is the only way in which advance reservations can be made and these tables are assigned in the order of the receipt of the paid up applications.

Room for a Few More

There is still opportunity to arrange for attendance at the meeting. Members who wish to be there and have not yet indicated their intention to go should telephone today to the office of Mr. S. C. Mead, Secretary of The Merchants' Association, Barclay 7660, and signify their wishes. Even if members do not wish to reserve tables in advance, it is nevertheless necessary that they indi-

Members' Council LUNCHEON MEETING

SPEAKERS:

The Right Honorable VISCOUNT BRYCE, P.C.

Former Ambassador of Great Britain to the United States, Guest of Honor

The HON. JOHN W. DAVIS

Former Ambassador of the United States to Great Britain

**DATE—OCTOBER 4
PLACE—HOTEL ASTOR
DOORS OPEN—12.00
LUNCHEON—12.30
SPEAKING—1.00
ADJOURNMENT—2.00
\$2—PAY AS YOU ENTER**

*There is still room for a few more to attend this meeting, although the enrollment has been heavy. If you want to hear Lord Bryce and Mr. Davis, telephone Mr. S. C. Mead, Secretary, Barclay 7660, and
Do It Now!*

cate their intention of going in order that a sufficient number of unreserved seats may be provided. One-half of the tables provided for the luncheon will be kept open until 12:30 P. M. for members attending singly or in groups of less than ten, but no seats can be reserved at these open tables.

It should be remembered that the "open" tables are in all respects as good as the "reserved" tables, but members intending to occupy them should be on hand early.

While interest is naturally centered chiefly in the guest of honor because of his long and distinguished public service and his great reputation throughout the world, there is much interest in regard to the address of the second speaker of the occasion, The Honorable John W. Davis, who held the diplomatic post of honor as Ambassador to Great Britain under the last administration.

Associates Invited

Mr. Davis will find plenty of former associates at the table with him, as invitations have been sent to and accepted by The Honorable James W. Gerard, Mr. Wilson's Ambassador to Germany, Mr. Bernard M. Baruch, The Honorable Henry Morgenthau, former United States Minister to Turkey, The Honorable Frank L. Polk, who filled the post of Secretary of State toward the end of Mr. Wilson's term, and The Honorable William C. Redfield, who was Secretary of Commerce in the Wilson Cabinet.

This will be the first meeting of the Members' Council of The Merchants' Association for the present season. The privilege of attending these meetings, which goes with membership in The Association, is highly prized in the organization.

GREAT CLOTHING CONVENTION COMING TO NEW YORK

National Association of Retail Clothiers Captured for This City Through the Efforts of The Merchants' Association and the Men's and Boys' Apparel Industries

The National Association of Retail Clothiers will hold its next annual convention in New York City in September, 1922.

How the Convention Was Captured

This important meeting, which will

Frankel, President of the New York Men's and Boys' Apparel Industries, and Mr. John R. Young, Manager of the Convention Bureau of The Merchants' Association of New York. Invitations from Mayor John F. Hylan and Mr. Julius M. Hosch, President of the Retail Clothiers'

In conjunction with the 1922 convention there will be held, probably in Madison Square Garden, a comprehensive exposition of clothing and other articles of apparel, together with an educational exhibit which will show the history of textiles and clothing and all steps in the processes of manufacture.

During this convention the National Association of Men's Apparel Clubs will hold its annual session in New York City.

Plans for cooperation between the wholesalers and retailers are now in the hands of a committee composed of Messrs. Joseph Frankel, William Goldman, M. J. Vogel, Louis Jaffee, Max H. Friedman, Seymour Strauss, A. C. Knothe, Sidney Hirschberg, A. Reiss, D. Meyer, A. C. Cronin, E. M. Silberman, Larry Schiff, Ben Mayer, Sidney Hirschberg and E. M. Silberman.

Officers of the National Association

The principal officers of the National Association of Retail Clothiers are Mr. Anselm Frankel, President, Des Moines, Iowa, and Mr. Charles E. Wry, Secretary, Chicago. The members of the Executive Committee who approved New York's plans for cooperation in the handling of the convention and decided to hold the 1922 session here are Mr. Andreas Burkhardt, Cincinnati; Colonel Fred Levy, Louisville, Ken-

New York City's share
in U.S. production of
**MEN'S AND BOYS'
KNIT GOODS**



New York City's share
in U.S. production of
**MEN'S AND BOYS'
FURNISHING GOODS**



bring to the greatest of all apparel markets perhaps as many as 5,000 retailers, was secured for the City through the efforts of The Merchants' Association and The New York Men's and Boys' Apparel Industries. The latter organization is composed of practically all the local clothing manufacturers, as well as the manufacturers of furnishings, underwear, hats, shoes and all of the various lines of goods handled by retail clothiers. Through this organization, which was formed primarily for the purpose of bringing the Retail Clothiers convention to New York, definite methods of cooperation between the manufacturers and retailers have been established, and it is believed its efforts will result in elevating the ethics and ideals of the clothing industry.

Great Exhibit to Be Held

At the convention of the National Association of Retail Clothiers just concluded at Rochester, New York's invitation was presented by Mr. Joseph

and Furnishers' Association of New York, also were filed.

New York City's share
in U.S. production of
**MEN'S AND BOYS'
HATS AND CAPS**



New York City's share
in U.S. production of
**MEN'S AND BOYS'
SUSPENDERS, GARTERS etc**



NEW YORK CITY IS CENTER OF THE CLOTHING INDUSTRY

tucky; Mr. Julius Hosch, New York; Mr. Fred Volland, Topeka, Kansas; Mr. Sol. Schloss, Indianapolis; Mr. Meyer May, Grand Rapids; Mr. Julius Morse, Boston; Mr. H. R. King, Seattle; Mr. R. Roos, San Francisco, and Mr. J. A. Frank, Nashville.

In the vigorous campaign which was waged to bring this convention to New York, statistics proving this City to be the greatest of all apparel markets were submitted in graphic form. After consideration of these graphs and the arguments presented by the various speakers, President Anselm Frankel stated that he did not see how the Association could meet anywhere but in New York.

4. The most advanced scientific instruments for eyesight examination.

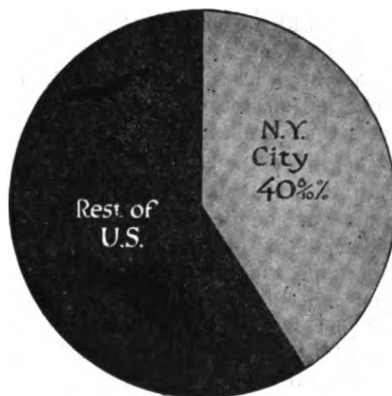
5. The finest and best-equipped optometrical courses at leading colleges and universities under learned and efficient professors, with the best instructional conditions.

THE HEALTHIEST WEEK

The week ended September 17 showed the mortality record lower than any

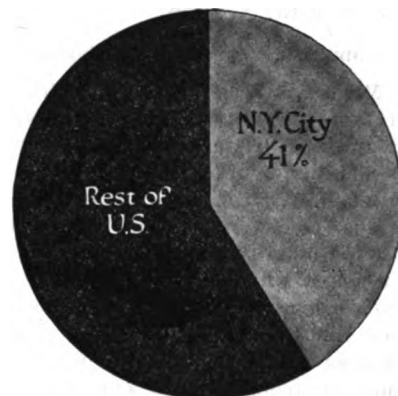
Health Commissioner. There were only 967 deaths recorded, a death rate of 8.77 per thousand of the population. The lowest rate in 1920 was 9 per thousand. In 1919 the rate was 9.04, in 1918 it was 10.05, and in 1917 it was 10.95. For the first thirty-eight weeks of this year the death rate was 11.47 per thousand of the population, as compared with the rate of 13.8 during the corresponding period of 1920, a decrease of 2.33.

New York City's share in U.S. production of MEN'S AND BOYS' SHIRTS



	No. of Establishments	No. of Employees	Value of Products
U.S.	903		\$10,295,000
N.Y.C.	243	7847	\$3,811,000

New York City's share in U.S. production of MEN'S AND BOYS' CLOTHING



	No. of Establishments	No. of Employees	Value of Products
U.S.	5255		\$158,007,000
N.Y.C.	2273	54,338	\$48,996,000

America the Leader

Optometric Convention Demonstrated Superiority in Five Particulars

New York City recently entertained most successfully the (National) American Optometric Association in convention.

At this convention it was conclusively proved that America produces:

1. The finest optical glass in the world.
2. The highest grade lenses for correcting defective eyesight.
3. The most attractive and correctly designed eyeglass and spectacle frames.

other week ever recorded in the city, according to Dr. Royal S. Copeland,

New York City's share in U.S. production of MEN'S AND BOYS' BOOTS AND SHOES



	No. of Establishments	No. of Employees	Value of Products
U.S.	1,444		\$1,144,560,000
N.Y.C.	250	14,552	\$66,614,000

New York City's share in U.S. production of MEN'S AND BOYS' APPAREL in all its branches



	No. of Establishments	No. of Employees	Value of Products
U.S.	11,278		\$3,530,117,000
N.Y.C.	3,976	103,261	\$809,583,000

Convention Changes

American Power Boat Association Fixes Its Date

The Convention Bureau of The Merchants' Association announces the following changes in the list of October conventions published in last week's issue of "Greater New York":

Association of Manufacturers of Chilled Car Wheels, date fixed, October 18.

Eastern Automobile Underwriters' Association, date fixed, October 26.

American Power Boat Association, date fixed, October 27.

International Brotherhood of Electrical Workers, listed for October 6-8, not to meet in New York.

ASSESSED VALUE OF REAL ESTATE

The assessed valuation of real estate in the State of New York is \$14,595,000,000 against \$12,625,000,000 last year.

MR. MITCHELL REPLIES TO SENATOR LODGE ON VISÉS

Steamship Man Shows How the Policy of Exacting a Ten Dollar Fee for Official Stamping Is Both Unjust and Harmful to the Interests of the Country

In the course of its vigorous campaign to secure a reduction in the fee of \$10, which is now charged by the United States Government for viséing passports, The Merchants' Association sent a communication of protest to Senator Henry Cabot Lodge, of Massachusetts, who is leader of the majority in the Senate. Senator Lodge replied in a long letter, in which he summarized the arguments which caused Congress to prescribe the \$10 fee.

Committee Collecting Information

Mr. P. V. G. Mitchell, Director General of the Belgian Red Star Line of steamships, has sent to The Merchants' Association a reply to Senator Lodge's letter. Mr. Mitchell's communication is under consideration by the Foreign Trade Committee of The Merchants' Association, which will be glad to receive from other members of The Association any additional arguments or any instances drawn from personal experience or from definite knowledge that might aid the Committee in preparing a brief in opposition to the ten dollar fee.

Mr. Mitchell's Analysis

Mr. Mitchell's communication, in which he analyzes Senator Lodge's arguments, reads as follows:

"My attention has been called to a letter addressed to 'The Merchants' Association by the Honorable Henry Cabot Lodge, Chairman of the Senate Committee on Foreign Relations, and published in the New York 'Journal of Commerce,' issue of July 25.

"This letter defends the high fees charged for American passports, and the American visé on foreign passports on the following grounds:

"1. It falls chiefly on immigrants.

"2. Americans traveling abroad for pleasure can well afford this additional tax.

"3. The business that takes the American business man abroad must be of little consequence if it is interfered with by this tax.

"4. It is as fair and as little burdensome as any tax that could be imposed.

"5. The Government needs the

revenue derived from passport fees.

Fair and Friendly Reply

"It is regrettable that a Senator of the broad vision and wide information on the subject of our foreign relations as the Honorable Henry Cabot Lodge should be led into the error of considering this matter as of domestic and local interest entirely, and as one of many thousands of Americans living abroad or visiting foreign countries for business, I venture to write an open letter in reply, which I believe the Senator will accept as a fair and friendly answer and not as thoughtless criticism of Congressional action more far-reaching in its results than the Senator appreciates.

"To begin with, why should the American who travels abroad for business or pleasure be discriminated against by a special tax of ten dollars? He pays the same income taxes as his fellow American who remains at home, and his passport is simply a document of National identification which he is justified in claiming as a birthright, and, granting the Government is entitled to a fee to cover the cost of the document, the fee should be nominal and not in the nature of a tax to mulct a particular class.

A Tax on Alien Visitors

"But it does not stop there. It is not only the native American who pays but every alien visitor to the United States pays a similar tax of ten dollars for a passport visé, which has resulted in retaliation by almost every foreign Government, and where nationals of other nations travel over Europe either without visés, or visés issued at a trifling cost varying from the equivalent of fifty cents or less to two dollars, the American pays the equivalent of ten dollars and foreign consuls frankly state that the discrimination is entirely retaliatory for the high fees charged by our Government. The result is that the American business man visiting Europe and crossing frontiers frequently may conceivably pay fees amounting to large sums. I have before me as I write a memorandum of the fees paid by an American living in Antwerp who has returned recently from a short trip to Germany, Czecho Slovakia, Austria and Hungary, amounting to fifty dollars;

(two entries into Germany), and in my own case for a five-day journey to Prague the fees total thirty dollars. Examples can be multiplied ad lib but these are sufficient to illustrate the point.

Renewal of Passports

"Another angle of the situation as it affects Americans living abroad is, that every time their passports are renewed they must pay ten dollars, and as many families, my own for instance, require separate passports for individual members, it means a charge of thirty, forty or fifty dollars every eighteen months for new documents, and as there are many thousand Americans similarly situated, but widely separated and therefore unable to take concerted action, they must depend on our legislators to protect them against thoughtless or unfair impositions.

"In regard to the Senator's claim that the visé charge falls chiefly on the immigrant, who should be willing to pay if he desires admission to our country, I would point out that the immigrant pays a Head Tax under our immigration laws of eight dollars per capita and putting aside all question of sentiment, is a double tax for entry a fair and equitable procedure? And further, in taxing the immigrant, we are also taxing the foreign business man who comes to the States to trade and in numbers sufficiently important not to be ignored.

"I have referred to the American who travels for pleasure only by inference, but claim for him the same rights and privileges as for the American who is obliged to travel for business.

Not a Fair Tax

"I emphatically challenge the claim that it is a fair tax, and the statement that it is as little burdensome as any tax that can be imposed depends entirely on the point of view; but I am sure there are very many living and traveling abroad for business who find it a tax to be reckoned with.

"And in conclusion, granting the Government needs revenue, is it justified in antagonizing foreign Governments, embarrassing and humiliating Americans abroad and taxing all foreigners who visit our shores by adopting means to find this revenue that prejudices our position in relation to the nationals of other nations, and undoubtedly acts to

MR. MITCHELL OPPOSES HEAVY PASSPORT FEES

retard the reestablishment of commercial relationships on the broad and liberal lines of the pre-war period, when the passport was relegated to use only in countries where personal liberty and freedom of intercourse were little understood.

Belgium's Example

"It is interesting to observe that Belgium, from whence I write, has taken a very advanced position on the passport situation through its distinguished Minister des Affaires Étrangères, M. Jaspar, who has suspended all visés for citizens of allied nations and reduced the fee to Belgians for passports to a trifle and negotiated reciprocal arrangements with Great Britain, France and Holland, entirely suspending the passport for the nationals of these countries who will now travel with the same freedom as in the pre-war period.

"It cannot be urged that Belgium can afford to ignore the revenue from passports, but Minister Jaspar recognizes that freedom of commercial intercourse is of even greater importance to his country and has acted accordingly, declining to retaliate on United States citizens by forcing them to pay when relieving other allied nations of this obligation."

Czechoslovakia

New Country Stands Ready to Supply Information

The Merchants' Association has received from Doctor Neubert, Vice Consul of Czechoslovakia in New York City, the following communication for the attention of its members:

"Referring to our previous correspondence, I take the liberty of asking whether you could not publish a notice in your weekly 'Greater New York' to the effect that the Commercial Division of the Czechoslovak Consulate General in New York, 81 East Seventeenth Street, is ready to give reliable information concerning the financial and business conditions in Czechoslovakia. Further, that said Commercial Division will be glad to give interested parties here lists of Czechoslovak importers of different kinds of goods, who are interested to buy in the United States; as well as manufacturers of different Czechoslovak goods, who wish to enter into business relations with importers in the United States.

"I am very anxious to further business relations between our countries and should be very glad if you would give me the opportunity to do so through your publication."

Airplane Fair

Seventh Annual Event of Its Kind in Paris November 12-27

The Commercial Attaché of the French Embassy informs The Merchants' Association that the "Chambre Syndicale des Industries Aéronautiques" is organizing the seventh International Fair of Aerial Locomotion, which is to be opened from November 12 to 27, 1921, in Paris.

At this fair will be shown not only different types of heavier and lighter than air machines, but also motors, equipment and material used in aircraft.

A section is reserved to motor boats and marine engines.

All inquiries relative to this matter should be made direct to the above mentioned syndicate at the Grand Palais, Champs Élysées, Paris.

STATE TAX FIGURES

Figures given out by State Controller Wendell show that 107,603 single women, not heads of families, filed returns and paid taxes aggregating \$2,159,781 in 1919. Their average net income subject to tax was \$2,372. Single men, not heads of families, reporting, numbered 192,981. These paid a tax totaling \$10,445,976, and their average net income subject to tax was \$3,629. Single women making returns as supporting heads of families numbered 29,910, as against 57,998 single men who made similar returns. The women in this group received average net incomes subject to tax of \$2,599, and the amount received by men averaged \$2,970. Joint returns were, as expected, the more numerous. Husbands and wives filed 331,464 joint returns for 1919. Married women who filed separate returns, some with dependents and others without, including a large number of wealthy women whose names are familiar to residents of the metropolis, totaled 12,815, and exceeded married men with or without dependents, whose returns totaled 12,584.

GUNPOWDER SENT ABROAD

The United States sent abroad 43,898,000 pounds of gunpowder in 1920.

HAWAII LETTERS ARE MISDIRECTED

Post Office Department Warns
Public That Honolulu Is
Not All of Hawaii

HOW ISLAND MAIL IS DIVIDED

Attention has been called by the Post Office Department to the fact that a great amount of mail is misdirected to Honolulu, 5,000 pieces intended for other post offices in the Territory of Hawaii having been received recently at the Honolulu post office from one steamer.

Must Be Properly Addressed

To avoid delay or loss of mail for Hawaii, senders in the States must address it adequately and correctly.

Properly addressed mail for Hawaii is made up at San Francisco in direct packages for the various post offices in the territory. Incorrectly or inadequately addressed mail cannot be segregated into "directs" and therefore is delayed.

The Honolulu mail is divided at San Francisco into direct packages and sacks for box sections, carrier routes, and principal firms, and, therefore, mail for persons or firms in Honolulu should always be addressed to post-office box or street and number.

Be Careful About This

Mail for other Hawaiian points should be addressed to the proper post office, not to localities. The names of Hawaiian post offices are for the most part taken from the Hawaiian language. Many of the names are similar; hence, if the spelling is wrong or the writing illegible in the address these letters may go to the wrong post office.

The addresses on mail for soldiers stationed in Hawaii should include the rank of the addressee and specify the regiment and company. There are more than 15,000 enlisted men in Hawaii and hundreds of inadequately addressed letters for them arrive by every steamer.

It is noted that even large mailers of C. O. D. and insured parcels are lax in addressing their packages for Hawaii and Honolulu. The same rules for addressing mail apply to Hawaii as to other parts of the United States.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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DO NOT MISS THIS OPPORTUNITY TO SEE AND HEAR ONE OF THE WORLD'S GREAT STATESMEN

Although the attendance at the luncheon meeting of the Members' Council of The Merchants' Association, which will be held tomorrow noon at the Hotel Astor, in honor of the Right Honorable Viscount Bryce, will attract an unusually large attendance, there is still room for a few more members of The Merchants' Association who may desire to attend the meeting.

Viscount Bryce, despite his eighty-three years, took an active part during the war in making world history and he is still engaged in statesmanlike tasks. He is sure to have something important to say.

Former Ambassador John W. Davis, who represented the United States at the Court of St. James during the latter years of the war, is a man of great ability and a skilled speaker.

If you have not already arranged to attend the meeting you should lose no time in calling up the Secretary of The Merchants' Association and telling him you will be there.

THE WORLD'S GREATEST CITY

The controversy as to whether London or New York is the world's greatest city has been renewed as a result of the recent enumerations of population in this country and in England.

It is a controversy that can have no termination because there is no standard of comparison common to both cities upon which proof can be based.

The City of New York occupies a definite area, the limits of which are fixed by law. The population residing within these limits, according to the recent Federal census, is 5,620,048. Around this nucleus are clustered communities which have been unofficially grouped together as the New York Metropolitan District. This District includes Nassau, Suffolk, Westchester and Rockland Counties in New York, and in New Jersey the Counties of Bergen, Essex, Hudson, Middlesex, Passaic, Union, Monmouth, Morris and Somerset. The pop-

ulation of this District is 8,438,571, according to the census of 1920.

The City of London, in the sense that the City of New York is a political entity—that is to say, that portion of London that is governed as a municipal unit—contains a population of 4,483,000.

For certain purposes, such as police protection, some of the communities around London are added to it to form a Metropolitan District with an area of 695 square miles. Within these limits the population is 7,476,168, according to the census of 1921.

It should be noted that the area of New York City is only 315 square miles, less than half the area of the London Metropolitan District which is referred to as "London" when comparisons of population are made.

The situation is described by the National Geographic Society of Washington, which may be regarded as the foremost authority in the United States upon such questions. In discussing the population of the two cities, as shown by their respective enumerations, the Bulletin of the Society says:

"Legally, as a municipal unit, 'London' refers only to the area within the boundaries of the County of London. Only 'Greater London' figures are carried in the despatches, but at the rate of growth they indicate, London proper still is under the 5,000,000 mark. The 'Greater London,' which has nearly 7,500,000 people, has an existence as a metropolitan and police unit. Its population is distributed over 693 square miles, an area six times that of municipal London, and more than twice that of municipal New York."

The article concludes that more people live in an area of 695 square miles around New York City than live in a similar area around London.

While this is of interest from the point of view of self-glorification, it is not otherwise important. The question is really one of limits, and it could only be settled by laying out equal areas and then counting the number of people they contain.

CAMPAIGN FOR FAIR RATES TO SOUTHEASTERN POINTS

The Merchants' Association's Traffic Bureau Joins in Movement to Protect the Interests of Northern Shippers and Receivers of Freight

Prepared by the Traffic Bureau of The Merchants' Association

For many years the rates to and from points in North Carolina as compared with the rates to and from Richmond and Norfolk, have been in controversy. Failing to secure revision the Corporation Commission of North Carolina, in 1919, proceeded by formal complaint before the Interstate Commerce Commission, attacking the then existing adjustment as unreasonable, unjustly discriminatory and unduly prejudicial.

What the Commission Did

In May, 1920, the Commission rendered its decision in which it found the rate adjustments in the territories under consideration were unduly prejudicial to the North Carolina points and unduly preferential of Norfolk and Richmond. Reasonable relationships were prescribed.

By reason of the disruption of the existing rate structure, the disturbance in the rate relationship between the various Virginia cities and the reduction in rates that would flow from an observance of the order of the Commission, numerous objections thereto were raised by shipping communities and carriers.

Upon petition of the State Corporation Commission of Virginia and certain of the carriers operating in southern territory, the case was re-opened for further argument, and the order was indefinitely postponed. The Virginia Commission was made a party and permitted to participate in the re-argument. Commercial organizations representing various North Carolina and Virginia cities also intervened in the case.

The Rates Involved

The rate adjustments involved were:

(1) *Southern adjustment.* Having to do with the rates between points in North Carolina and Richmond and Norfolk, Va., on the one hand, and points in South Carolina and the Southeast on the other.

(2) *Northern adjustment.* Having to do with the rates between points in North Carolina and Richmond and Norfolk on the one hand, and eastern port cities and interior eastern points on the other.

On June 7, 1921, the Commission issued its order (62 I. C. C. 64) modifying its previous findings, and prescribing the maximum relationship of rates which should be observed. The carriers were given until September 15, 1921, to comply therewith. The Commission's order did not fix the definite rates which should be established, but did fix the definite relationship of rates which should be observed. In prescribing the differential relationship which should prevail the Commission established in North Carolina four zones.

Southern Adjustment

The order of the Commission requires the carriers to establish and maintain rates from points in North Carolina in Zones 1, 2, 3 and 4, on the one hand, to points in South Carolina, Georgia, Tennessee, Alabama, Mississippi, and Florida on the other, which shall not exceed rates ascertained by deducting certain differentials prescribed by the Commission from the rates contemporaneously maintained from Richmond or Norfolk, Va., to the same destination. As New York is not directly interested in this southern adjustment, it is unnecessary to describe the zoning and differentials prescribed.

Northern Adjustment

As the decision of the Commission involves rates from New York and eastern cities to Richmond, Norfolk, Va., and the North Carolina points, the order of the Commission and the proposed adjustments are of direct concern and require a more careful analysis.

The order of the Commission requires the carrier to establish and maintain first-class all rail rates from the port cities of New York, Boston, Philadelphia and Baltimore and from interior points in New England, New York, Pennsylvania, New Jersey, Maryland and Delaware, which do not exceed the first-class all rail rates contemporaneously maintained by them to Richmond, Va., by more than 60 cents per 100 pounds to Zone 1 points and 72 cents per 100 pounds to Zone 2 points.

All rail rates on classes other than the first class from the port cities of New York, Boston, Philadelphia and Baltimore and from interior points in New England, New York, Pennsylvania,

New Jersey, Maryland and Delaware to points in Zones 1 and 2 are to be constructed by applying to the first-class rates the same percentage of first-class rates contemporaneously maintained with respect to the rates from Richmond to the same points in Zone 1 and Zone 2.

In the adjustment of the rates from Richmond, Va., to points in North Carolina it is proposed to establish the rates subject to the Southern Classification and upon the following percentage basis:

%	1	2	3	4	5	6	A	B	C	D
	100	86	76	64	52	43	35	40	27	24

In the adjustment of rates from New York and eastern points to points in North Carolina Zones 1 and 2, the through rates are to be subject to the Southern Classification and the class rates to bear the same percentage relation to the first-class as shown in the above percentage table.

Representative North Carolina points located in Zones 1 and 2 are as follows:

Zone 1—Winston-Salem, Greensboro, Raleigh, Durham and Newbern.
Zone 2—High Point, Charlotte, Sanford, Fayetteville and Wilmington.

Would Have Reduced Through Rates

The adjustment prescribed by the Commission would have the effect generally of reducing the present through rates from eastern cities to North Carolina points in Zones 1 and 2—and would therefore not be objectionable to the eastern shippers.

As the through rates are to be based upon the local rates to Richmond, the southern lines contended that if undue prejudice exists it should be corrected through increases in the rates to Norfolk and Richmond. It was also the contention of the carriers that the rates to Norfolk and Richmond were subnormal.

In its discussion of the Northern adjustment, the Commission in its report said:

There seems little justification for maintaining all rail rates between eastern ports and Norfolk and Richmond on a lower basis than prevails generally in trunk line territory, and so far as they are lower, the Norfolk and Richmond rates might well be increased. But we are not convinced there should be no reduction in the North Carolina rates.

It appears that there should be no insuperable difficulty in substantially contracting the spreads between the rates from and to the eastern ports to and from Richmond and Norfolk and the rates from and to the eastern ports to and from North Carolina points by both increases and decreases.

It is desirable, at least upon the present rec-

SEEK ADJUSTMENT OF NORFOLK AND RICHMOND RATES

ord, to adopt a plan which will, if possible, make it unnecessary to disrupt the present differentials between eastern ports on traffic with Carolina territory.

Carriers Called a Conference

Carriers representing the territory involved issued a call for a conference to be held at Washington on July 26 and 27, 1921, between their representatives and traffic representatives of commercial organizations and shippers, for the purpose of discussing the readjustment of rates which they had worked out as a compliance with the Commission's order. The joint conference was sought for the purpose of freely discussing the adjustment as proposed by the carriers and to ascertain the shippers' views thereon. This conference was very largely attended by shippers' representatives. The Traffic Manager of The Merchants' Association was in attendance in the interests of the receivers and shippers of New York.

Rates proposed by the carriers from the port cities and interior eastern points to the Virginia cities and Carolina points, together with rates proposed from Ohio River points and from Central Freight Association territory to Carolina points were discussed in detail.

Increase in Rates Proposed

Influenced by the citations from the opinion of the Commission above referred to, the carriers proposed to increase the first-class rate from New York to Richmond from 83½ cents to \$1.01 per hundred pounds and from New York to Norfolk from 76½ cents to 96 cents per hundred pounds. Increases were also proposed in the rates on second and third class freight. In addition it was proposed to make the rate from Philadelphia to Norfolk and Richmond on first class 6 cents per hundred pounds less than the rate from New York, thereby disturbing the port relationship which had previously prevailed. Numerous objections were presented by shippers to the readjustment of rates as worked out by the carriers. Vigorous protest was made by the representatives from the port cities against the material increases proposed in the rates from the port cities to Richmond and Norfolk and the disturbance of port relationships, as well as the disturbance of the relationship between the port cities and interior eastern points.

As a result of the joint conference an agreement was reached under which the Commission was requested to sus-

pend the effective date of its order for sixty days, to enable the shippers' and carriers' representatives to attend further conferences, with a view to adjusting their differences. The Commission granted the necessary extension.

Shippers' Protest Considered

Following the Washington conference, the carriers in the eastern territory gave further consideration to the protest of the shippers to the proposed readjustment of the rates to Richmond and Norfolk, with the result that revised rates were submitted to be applied from the port cities and eastern points based upon the following first class rates:

New York to Norfolk and Richmond	88c per 100 pounds
Philadelphia	82c per 100 pounds
Baltimore	76c per 100 pounds
Boston	96c per 100 pounds

The rates from interior eastern points to be adjusted with respect to these base rates.

In submitting their proposal the carriers announced that a public hearing thereon would be held at New York on September 22.

Preliminary to the joint conference with the trunk lines covering the readjustment of rates from port cities and interior eastern points to the Virginia cities, a conference of traffic representatives of eastern commercial organizations and eastern shippers was held in the rooms of The Merchants' Association on September 21, for the purpose of determining what action should be taken by the shippers with respect to the proposed rates from eastern cities to Virginia cities and Carolina cities. At the shippers' conference it was the consensus of opinion that the rates from Baltimore to Richmond and Norfolk, which represent the key rates in fixing all rail adjustments, should be ascertained by arriving at the average first class rate in trunk line territory proper for the distance between Baltimore and Richmond, and that the normal adjustment of rates with respect to the ports of Baltimore and New York should not be disturbed, with the result that the following resolution was adopted for presentation at the joint conference with the carriers which was held on September 22:

Resolved, That in revising the all-rail rates between Trunk Line and New England territory on the one hand and Richmond and Norfolk on the other, the carriers should not disturb normal adjustments with respect to the ports of Baltimore and New York;

That rates from Baltimore to Richmond which are the key rates should be fixed by ascertaining the average first class rate in Trunk Line territory for the distance between Baltimore and Richmond but not using border rates where they are made with respect to light traffic density;

That rates lower than first class be made on the Disque percentages;

That New York be made 13 cents first class higher than Baltimore and that Boston and New England be made as much higher than New York as New York interior territory is higher than New York City;

That Carolina territory rates to Zones 1 and 2 be made 60 and 73 cents respectively higher than the first class rate Baltimore to Richmond and that lower classes be projected on whatever percentages are finally agreed to be applied from Richmond to the same Carolina points;

That rates from Eastern Seaboard all-rail to Richmond and Norfolk be governed in all instances by the Official Classification and,

That through rates from the same territory to the Carolinas be governed by the Southern Classification.

Serious Obstacles Encountered

At the joint conference between shippers and carriers, it developed that there were serious obstacles in the way of arriving at an adjustment of the rates satisfactory to both carrier and shipper, due to complications which would arise in converting the rates from the port cities so as to be subject to the Official Classification and the disturbance in rate relationships which would thereby be created.

Basic First Class Rates Adopted

As the shippers and carriers were unable at the September 22 conference to compose their differences and as the carriers were required under the Commission's order to promptly promulgate their new rates, arrangements were made for a joint conference between committees representing shippers and carriers respectively and the Director of Traffic of the Interstate Commerce Commission, which was held at Washington on September 26, to see if a solution of the problem could not be reached through the medium of an informal conference with the traffic representative of the Interstate Commerce Commission. As a result of that conference, so that the carriers might be enabled to proceed with the publication of tariffs in conformity with the order of the Commission, it was agreed the carriers would adopt the following basic first class rates:

From Baltimore to Richmond and Norfolk	76c per 100 pounds
Philadelphia	82c per 100 pounds
New York	88c per 100 pounds
Boston	96c per 100 pounds

and that with the publication of these rates further negotiations would be promptly conducted between committees representing shippers and carriers, with the view to arriving at a satisfactory adjustment of the Richmond-Norfolk rates without undue delay and independent of the proposed revision of rates in Trunk Line territory.

OCTOBER 10 FOR FIRE PREVENTION

**President Harding Asks State
Governors to Cooperate and
Issues a Proclamation**

LOSS LAST YEAR \$500,000,000

President Harding has requested State Governors to designate October 10, the anniversary of the great Chicago fire, as Fire Prevention Day.

President's Proclamation

In making this request, the President issued the following proclamation:

"Whereas the United States suffers through destruction by fire an annual loss of life estimated at 15,000 human beings, most of them women and children; and,

"Whereas, in the face of the world's dire need for American products, our fire losses increased during 1920 to over \$500,000,000, and during the previous five-year period totalled over \$1,416,875,000—buildings, foodstuffs and other created wealth needlessly wiped out of existence—and,

"Whereas, in addition to the above, forest fires during the five years ended with 1920 further reduced our diminishing timber resources by a total of over \$85,000,000, also threatening with aridity over 56,000,000 acres of hitherto productive woodland; and,

"Whereas, most of our fire losses are due to carelessness and ignorance and may be easily prevented by increased care and education on the part of citizens:

"Therefore, I, Warren G. Harding, President of the United States, do urge upon the Governors of the various States to designate and set apart Oct. 10, 1921, anniversary of the Chicago fire, as fire prevention day, with these principle objects in view, to wit:

"To request the citizens of their States to plan for that day and period, through pulpit, through open forum and through the schools, such instructive and educational exercises as shall impress the public mind with the calamitous effects and threatened economic disaster of such unnecessary fire waste:

"To urge, as an every-day duty of citizenship, individual and collective efforts in conserving our country's natural and created resources; and,

"To promote systematic instruction in fire prevention in our schools, constant

observance of the ordinary precautions that safeguard us from fires and an orderliness in home and community, that we may overcome this lurking peril.

"Fire is a danger that never sleeps."

WORKING ON IMMIGRATION SERVICE

The Merchants' Association, through its Industrial Bureau, is keeping in touch with the United States Department of Labor in the investigation and reorganization of the immigration service at Ellis Island. The official investigation has already confirmed many of the findings which resulted from the investigation made by The Merchants' Association, and The Association has placed further information at the disposal of the officials.

IMMIGRATION LAST YEAR

The population of the United States was enlarged by a net increase of 557,000 immigrants during the fiscal year ended June 30, 1921, according to the official figures of the Department of Immigration which have just been compiled. A total of 805,228 immigrants were admitted, while 247,718 departed with the intention of remaining in other countries. The bulk of the aliens, who came to make America their home, emigrated from Europe, as that Continent supplied 552,364 of all the immigrants. More than one-eighth of the incoming aliens were Hebrews, while the Italians were second in point of numbers.

WOMEN PAID \$4,000,000

More than \$4,500,000 of the 1919 tax aggregate came from single and married women who filed individual returns. Single men not heads of families paid an average tax of \$54.22, while single women in the same class paid \$20.17. Husbands and wives filing joint returns paid an average tax of \$36.15. Heads of families, men and women, unmarried, ran a close race, men paying an average tax of \$19.11, and women \$16.10.

TELEPHONES IN 1919

The number of telephones in the world on December 31, 1919, is shown in the following table:

Europe	4,886,000
Asia	466,000
Africa	70,000
North America	12,469,000
South America	185,000
Australasia	294,000
Total	19,370,000

COMMENDS FOREIGN TRADE SERVICES

**Letter to Foreign Trade Bureau
Shows Appreciation of Help-
ful Assistance Given**

NINE NEW MEMBERS ELECTED

Letters expressing appreciation of the effective work done by the various Bureaus of The Merchants' Association for the benefit of members of The Association are continually being received.

The Association's Foreign Trade Bureau recently received a communication from a member in which the following passage occurs:

"We hope you will favor us in our turn with the opportunity of cooperating with you in the splendid work being carried on by The Merchants' Association of New York and especially by your own Department, which is so important at this time."

New Members Elected

The following applicants were elected to membership in The Merchants' Association by the Executive Committee last Monday:

Bouton, J., and Company, Incorporated, Mr. Samuel Bouton, Treasurer, 906 Broadway—Import Toys.

Boyshform Brassiere Company, The, Mr. W. E. Pruzan, President and Treasurer, 384 Fifth Avenue—Manufacturers of Boyshform Brassieres.

International Motor Company, Mr. A. J. Brosseau, President, 25 Broadway—Motor Trucks.

Mount and Robertson, Incorporated, 41 Beaver Street—Office and Banking Partitions.

National Exhibition Company, Mr. Francis X. McQuade, Treasurer, 15 West Forty-fourth Street—New York Baseball Club—"Giants."

Richman, N. J., Company, Incorporated, Mr. N. J. Richman, President, 59 White Street—Import Madeira and Art Linens.

Rothblum and Mire, Mr. Max Mire, 87 Nassau Street—Import Diamonds.

Silverstein, Al. M. and Brother, Incorporated, Mr. Al. M. Silverstein, Treasurer, 12 West Eighteenth Street—Wholesale Paper, Twine and Stationery.

South China Development Syndicate, Limited, Mr. Loring P. Rixford, 25 Church Street—Export-Import Specializing in Ores and Chinese Products.

GROWTH OF FIVE CITY BOROUGHES

Census Figures Show the Influence of Rapid Transit on Spread of Population

QUEENS LOSES TO THE BRONX

The Bulletin for New York State of the Fourteenth United States Census, contains an interesting statement regarding the population of New York City.

Growth of the City

"Until 1873 the City of New York consisted of what is now Manhattan Borough," it says. "Annexations were made in that year and others in 1895. The organization of the City into the existing five Boroughs was made on Jan. 1, 1898.

"The following table gives the population of the present area in each Borough as reported by each Federal Census from 1790 to 1920.

"The figures for 1890 and earlier census years include estimates for those parts of the towns of East Chester and Pelham, which became parts of The Bronx in 1895, and for that part of the town of Hempstead which became a part of Queens Borough in 1898.

"The possible margin of error in these estimates is so small as to be negligible in comparison with the total population of each of the Boroughs."

The Bronx and Queens

It is interesting to note from the accompanying table that Queens Borough exceeded The Bronx in population in every census from 1790 to 1880. In 1890 The Bronx jumped ahead of Queens, having 1,858 more residents.

during the past thirty years has been the extension of rapid transit into The Bronx, first by the original elevated line and second by the extension of the subway in 1904.

All these years Queens lacked the benefits of transportation at a five-cent fare. It secured rapid transit in 1915-1917.

THE FOREIGN BORN

The foreign born population of the United States in 1920 totalled 13,703,987, an increase of 358,442, or 2.6 per cent over 1910.

The foreign born listed by country of nativity was announced by the bureau as follows:

England	812,414	Portugal	67,850
Scotland	254,482	Spain	49,232
Wales	67,071	Italy	1,607,458
Ireland	1,035,680	Greece	175,701
Norway	363,599	Bulgaria	10,486
Sweden	624,759	Rumania	103,007
Denmark	189,851	Turkey (Eur.)	5,315
Belgium	62,843	Other Europe	11,541
*France	152,793	Asia	110,586
Luxembourg ..	12,539	Africa	5,250
Netherlands ..	181,262	Australia ..	10,885
Switzerland ..	118,647	Canada (Fr.)	307,681
Germany	1,683,298	Canada (oth.)	809,455
Poland	1,129,578	New Found'd	13,239
Austria	674,959	†Cuba	38,024
Hungary	397,081	Mexico	476,676
Czecho-Slov..	359,285	C. America..	4,082
Jugo-Slavia..	173,083	S. America..	16,838
Ruthenia	3,100	Atlantic Isl'ds	39,003
Russia	1,398,999	Pacific Isl'ds	36,629
Finland	149,671	At sea	5,275
Lithuania ...	135,139	‡Country ...	3,657

*Including Alsace-Lorraine.

†And other West Indies except Porto Rico.

‡Not specified.

PHILIPPINE QUININE

According to the Director of the Philippine Bureau of Science large available areas in Luzon and Mindanao Islands are highly adapted for quinine culture. At present there is one small quinine plantation in Baguio, which is under the supervision of the Bureau of Forestry, and the results obtained from its operations indicate the success of the industry. Climatic and general conditions in

MERCHANTS' CLUB FIFTY YEARS OLD

President William Fellowes Morgan Among the Speakers at Semi-Centennial

WHOLESALE DRY GOODS CENTER

Mr. William Fellowes Morgan, President of The Merchants' Association, delivered an address last Monday at the celebration of the fiftieth anniversary of The Merchants' Club, at 346 Broadway.

Launching of Merchants' Association

The meeting which launched The Merchants' Association, was held in the rooms of The Merchants' Club and there has always been a warm feeling between the two organizations. Among the other speakers were Mr. Darwin P. Kingsley, President of the Chamber of Commerce of the State of New York, and Mr. Edmund S. Twining, a former President of The Merchants' Club.

History of the Club

Mr. Bertram H. Borden, a Director of The Merchants' Association, presided over the meeting in the absence of Mr. Henry A. Caesar, who is President of the Club. Mr. Borden said that the Club was organized largely by dry goods men centering then around Worth Street, and quarters were opened at 106-108 Leonard Street. The Club occupied the premises from January 16, 1872, till January 1, 1882, under lease, when it bought the property and continued to occupy it until it was sold to the New York Life Insurance Company as the site of its present building in 1893. The Club moved temporarily to 337 Broadway, where it occupied quarters continuously till 1895 (it was obliged to vacate a couple of months on account of fire), and until February 4, 1896, when it entered upon its present quarters on the upper floors of the New York Life Building at 346 Broadway.

The offices of The Merchants' Association were originally on the ground floor of the New York Life Building.

SOAP EXPORTS IN 1920

American soap is known in practically every country of the world, the exports in 1920 having amounted to \$19,154,837 in value, against \$21,300,926 in 1919. The loss of approximately \$2,000,000 in value is due to smaller sales of laundry soap.

NEW YORK CITY'S POPULATION BY BOROUGHES SINCE 1790

Year	Queens	The Bronx	Brooklyn	Richmond	Manhattan	Total
1790	6,159	1,781	4,495	3,835	33,131	49,401
1800	6,642	1,755	5,740	4,564	60,515	79,216
1810	7,444	2,267	8,303	5,347	96,373	119,734
1820	8,246	2,782	11,187	6,185	123,706	152,056
1830	9,049	3,023	20,535	7,082	202,589	242,278
1840	14,480	5,346	47,613	10,965	312,710	391,114
1850	18,593	8,023	138,882	15,061	516,547	696,116
1860	32,903	23,593	279,122	25,493	813,669	1,174,779
1870	45,468	37,393	419,921	33,029	942,292	1,478,103
1880	58,559	51,980	599,495	38,991	1,164,678	1,911,696
1890	87,050	88,908	838,547	51,693	1,441,216	2,507,414
1900	152,999	200,507	1,166,532	67,021	1,850,992	3,437,202
1910	284,041	430,950	1,634,351	85,969	2,231,542	4,766,883
1920	469,042	732,016	2,018,356	116,531	2,284,103	5,620,048

This advantage has increased each decade, so that in 1900 it became 47,508; in 1910, 146,939 and in 1920, 262,974.

The reason for the Borough of The Bronx exceeding Queens in population

the Philippines are very similar to those of India, where there are British quinine plantations contributing about 10 per cent of the world's output, and to those of Java, which supplies about 90 per cent of the world's output.

FOREIGN BORN IN CITY POPULATION

**In New York There Are 1,797,882
Persons Who Were Born
Abroad Census Shows**

MANY WOMEN NATURALIZED

There are 870,140 foreign-born women over the age of twenty-one years living in this City, of whom 360,255 have been naturalized, according to figures obtained from the Bureau of the Census by Congressman Isaac Siegel.

Foreign-Born Males

There are 927,742 foreign-born men of voting age in this City, of whom 405,009 are naturalized. The total number of foreign-born men over twenty-one years increased from 828,793, in 1910, to 927,742. The naturalized men of voting age increased during the same period from 318,091 to 405,009; and in 1920 the foreign-born men of voting age who had taken out first papers numbered 159,824, as against 106,525 ten years before. Mr. H. M. Stewart, Director of the Bureau, in a letter to Congressman Siegel, said:

"In the City, as a whole, the number of alien men decreased from 339,473 in 1910 to 330,184 in 1920, and in Manhattan the decrease was from 212,777 to 178,861. The other four boroughs, however, all show increases in aliens.

Naturalization Increased

"The proportion which naturalized men represent to the total foreign-born white population of the City, as a whole, increased from 38.4 per cent in 1910 to 43.7 per cent in 1920, the corresponding increase for the Borough of Manhattan being from 32.3 per cent to 37.8 per cent. Each of the other boroughs, except Richmond, shows an increase, but for Richmond the proportion decreased slightly—from 49.6 per cent to 49 per cent.

"For the City, as a whole, the proportion of men who had taken out their first citizenship papers increased from 12.9 to 17.2 per cent, and in Manhattan this proportion increased from 12.7 to 16.8 per cent. These changes are the net result of two causes:

"1. Prior to the entrance of the United States into the World War, large numbers of aliens applied for citizenship papers, while those who had already taken out their first papers and were eligible for full citizenship status

availed themselves of the opportunity to assume it.

"2. A very considerable reduction in the influx of aliens took place during the decade 1910-20. This resulted in a decrease in the proportion which aliens represented of the total foreign-born white population, with corresponding increases in the proportions of men who were naturalized and of those who had taken out their first papers.

Many Women Aliens

"Of the 870,140 foreign-born white women twenty-one years of age and over enumerated in Greater New York at the recent census, 360,255 were returned as naturalized, 14,838 as having taken out their first papers, 441,892 as aliens; and for the remaining 53,155 the citizenship status was not ascertained. A woman married to a native or naturalized citizen of the United States was returned as a citizen, even though herself foreign-born; and a native-born woman married to an alien or to a foreign-born man who has taken out his first naturalization papers only, was returned as an alien. An unmarried woman born in the United States is, of course, a citizen by birth; and for an unmarried foreign-born woman the process of naturalization is the same as for a man."

IMMIGRANT FARMERS

The States reporting the largest numbers of foreign-born white farmers in 1920 were as follows: Minnesota, 67,305; Wisconsin, 53,998; Michigan, 48,264; North Dakota, 36,248; and Iowa, 32,221. In Minnesota the foreign-born white farmers formed 37.7 per cent of all farmers in 1920; in Wisconsin, 28.5 per cent; in Michigan, 24.6 per cent; in North Dakota, 46.7 per cent; and in Iowa, 15.1 per cent.

COAL EXPORTS IN 1920

Coal exports from the United States in the fiscal year just ended were five times as much in value as in the year preceding the war and nearly double those of 1920. The total value of coal sent out of the country in the year ending with June, 1921, was \$434,563,000 against \$231,000,000 in 1920 and \$86,000,000 in the year preceding the war.

DECLINE IN FOREIGN TRADE

The foreign trade of the Port of New York declined 55.5 per cent during April, 1921, as compared with April, 1920.

GET MATERIAL FOR CHARTER REVISION

**Analysis of Present Charter with
Digest of Changes Proposed
Is Being Prepared**

ABLE COMMITTEE IN CHARGE

Some extremely interesting and important material is being collected by The Merchants' Association for the use of its Committee on City Government. The appointment of this Committee, originally a special Committee on Charter Revision, was authorized last July for the purpose of cooperating with the Legislative Investigating Committee, commonly known as the Lockwood Committee, and with the Charter Revision Committee when appointed.

Committee on City Government

Its members were named by President William Fellowes Morgan as follows:

Mr. William C. Breed, of Breed, Abbott and Morgan, Chairman.

Mr. William R. Willcox, former Chairman of the Public Service Commission for the First District.

Former Governor Charles S. Whitman.

Mr. Laurence Arnold Tanzer, of Tanzer and Lane.

Mr. Louis H. Porter, of Porter and Taylor.

Mr. Gilbert H. Montague.

Mr. Robert E. Simon.

Mr. A. C. Wessmann, President and Treasurer of the J. F. Tapley Company.

Mr. Henry Ives Cobb.

Mr. Louis Marshall, formerly a member of the State Constitutional Convention.

Valuable Material Compiled

This Committee, acting with the authority of the Executive Committee of The Association, has employed Mr. A. C. McNulty to prepare a digest of the provisions of the present City Charter and to compile a summary of the suggestions for changes which have been made by the various Charter Revision Commissions. Mr. McNulty has worked with each of these Commissions in an official capacity and he is probably better informed than anybody else in the City with regard to what has been done in the past.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

URGED RELOCATION OF POST OFFICE

This Association Took the Affirmative at the Hearing Given by the Board of Estimate

NOTICE OF REMINDER IS SENT

The Merchants' Association was represented at the hearing given by the Board of Estimate and Apportionment last Friday and urged the removal of the downtown Post Office from City Hall Park and its location upon another site.

Reminder to Other Organizations

In order to stimulate an expression of public opinion in this matter, Mr. S. C. Mead, Secretary of The Merchants' Association, sent to 111 other commercial and trade organizations in the City the following notice of the meeting:

"The Board of Estimate and Apportionment will hold a public hearing in the City Hall, Friday, September 30, at 10:30 A. M., relative to the possible removal of the old Post Office Building at Broadway and Park Row and the restoration of the site as part of City Hall Park. It is important that the Board be informed of public sentiment in this matter, and you are earnestly requested at once to file with the Board a formal resolution or a letter in support of the project and, further, personally to attend the hearing. The situation is as follows:

"A Joint Congressional Commission has recommended the demolition of the present Federal Building and the construction of separate new buildings for postal and court purposes. Postmaster Edward M. Morgan (acting for an official committee appointed by the Postmaster General) has written Mayor Hylan, asking whether the City owns any property which it would be willing to exchange for the site of the old Federal Building.

City Has Available Sites

"The City has large tracts of unused land contiguous to the new County Court House site acquired for the express purpose of locating thereon new public buildings. This land is admirably situated for the desired Federal purposes, and part of it might well be exchanged for the present old Post Office site.

"Such an exchange would promote much better postal and Federal Court facilities than are possible on the present

site and enable enlargement of City Hall Park without any increase in the public debt."

PLANNING TOUR OF BARGE CANAL

Merchants' Association Cooperates With Hudson Valley Chambers in Demonstration

OFFICIALS WILL BE INVITED

The Merchants' Association is cooperating in the movement under the leadership of the Hudson Valley Federated Chambers of Commerce, Incorporated, to carry out a tour of inspection of the Erie Canal and Hudson River as a joint transportation route to the Atlantic seaboard.

To Invite Representative Men

It is proposed to invite members of Congress, Governors of States and large shippers in the Middle West to participate in the tour, which will take place beginning October 17.

The tour has the approval of Governor Miller, who is joining in the invitation to participate.

Many of the cities and transportation lines interested are planning an elaborate entertainment for the inspection party.

Mr. Lewis E. Pierson, First Vice-President of The Merchants' Association, is a member of the Executive Committee in charge of the tour. It is expected that the trip will make the transportation facilities of the canal better known, and thereby stimulate its use for the benefit of New York City and New York State.

VALUE OF CEREAL CROPS

The States reporting the largest values for cereals in 1919 were as follows: Iowa, \$696,022,486; Illinois, \$684,753,430; Kansas, \$457,902,638; Nebraska, \$395,917,589; Missouri, \$394,195,226; Ohio, \$391,834,355, and Indiana, \$378,981,818.

AVERAGE DEPOSITS INCREASE

The average deposits in the savings banks of New York State on July 1, 1921, were \$686, as compared with the average of \$636 on the same date of the previous year.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

TWO CENT STAMP GIVES PROTECTION

A Letter to the Bureau of Advice May Save You from Throwing Away Your Money

IS LIKE THE POLICE WHISTLE

Prepared by the Bureau of Advice and Information of the Charity Organization Society

An ever increasing number of people are arming themselves nowadays with either a revolver or a police whistle and the latter weapon is proving quite as effective as the former.

Whistle Saved Lives and Money

The bank messenger found it so, whose experience was related in a recent story under the caption, "A 29-Cent Whistle Fells \$10,000 Theft." Had he realized when he bought the whistle what a boon it would be to him, the boy would have given his last cent to secure it. The bank president too would have been willing to pay a "handsome price" for it. But the whistle cost only twenty-nine cents and it saved two lives and a purse of \$10,000.

Why Not Use the Charity Whistle?

If every member of The Merchants' Association realized that by the expenditure of a two-cent stamp he could secure confidential information about any appeal for funds being made in New York and would act upon that knowledge, it is an assured fact that thousands of dollars would be saved and some fraudulent projects would die for lack of support.

A letter addressed to the Bureau of Advice and Information, 105 East Twenty-second Street, will bring to any member of The Merchants' Association the Bureau's confidential report on any local agency, good or bad, which appeals to the public for support.

FOREIGN BORN FARMERS

The total number of foreign-born white farmers in the United States in 1920, according to the Fourteenth Census, was 581,054, as compared with 669,556 in 1910, representing a decrease of 88,502, or 13.2 per cent. White farmers born outside of the United States constituted 9 per cent of the total number of farmers in the country in 1920, as against 10.5 per cent in 1910.

1921
N.Y. OF MICH.

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X NEW YORK, MONDAY, OCTOBER 10, 1921 No. 36

Viscount Bryce the Council's Guest of Honor

British Statesman Discusses the Great Questions of the Day with Remarkable Frankness After Receiving an Enthusiastic Greeting from New York City's Business Men—Predicts Results from the Disarmament Conference—Former Ambassador Davis Pays Tribute

The first luncheon meeting of the Members' Council of The Merchants' Association for the present season, which was held at the Hotel Astor last Tuesday, was a remarkable demonstration of affection for Viscount Bryce, the guest of honor.

Affection for Lord Bryce

The love and esteem in which the British statesman is held in America were voiced by Chairman William C. Breed, when he called the meeting to order, and by the Hon. John W. Davis, formerly United States Ambassador to Great Britain, who was the only other speaker of the meeting.

Guest of Honor Visibly Affected

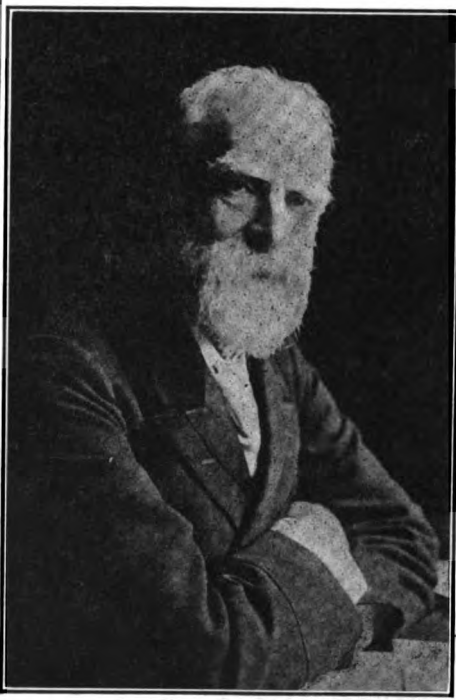
The allusions to the universal regard which is entertained in this country for Lord Bryce aroused a hearty echo from the 1,145 members of the Council who thronged the grand ballroom of the Hotel Astor, where the meeting was held. Viscount Bryce was visibly affected by the warmth of the demonstration, and he responded by discussing with great frankness issues which are now pressing upon the nations of the world for decision.

Touched on Current Problems

In the course of his address, which was vigorously delivered despite the speaker's eighty-three years, he touched upon government interference with business, the relations between England and

Ireland, the disarmament conference which is soon to be held in Washington, the situation with regard to China, the possibility that the United States might

VISCOUNT BRYCE



Guest of Honor at Last Week's Luncheon Meeting of the Members' Council of The Merchants' Association

be attacked by some other nation, and the chaos which exists in Europe.

Hope in English Speaking Races

The burden of Viscount Bryce's speech was that the salvation of the world depended upon the cooperation of

America and Great Britain to abolish racial hatreds, relieve distress and restore good feeling throughout the world.

The grand ballroom was decorated with the American and British colors and the flag of The Association was conspicuously displayed.

Chairman Breed's Appeal

In his opening speech Chairman Breed eulogized Viscount Bryce and appealed to all organizations of merchants, business and professional men to use their efforts to bring about an intelligent consideration of the great problems before the world.

Former Ambassador Davis did not attempt an extended speech. He made a plea for the removal of distrust between nations and he expressed the earnest hope that the disarmament conference would be successful in its purpose.

Guests of the Council

At the head table were seated the following guests of the Members' Council:

Mr. Joseph M. Hartfield, of White and Case.

Mr. Arthur Lehman, of Lehman Brothers.

Mr. Cecil F. Shallcross, United States Manager of the North British and Mercantile Insurance Company.

Mr. Roland L'E. Bryce.

Mr. Frederic R. Coudert, of Coudert Brothers.

Mr. E. H. Outerbridge, of Harvey and Outerbridge.

CHAIRMAN BREED SAYS COMMERCIAL BODIES MUST GUIDE

Mr. Charles R. Lamb, President of J. and R. Lamb.

The Hon. James W. Gerard, former Ambassador to Germany.

Mr. Lucius R. Eastman, President of The Hills Brothers Company.

The Hon. George W. Wickersham, former United States Attorney General.

Mr. William A. Marble, former President of The Merchants' Association of New York.

The Hon. John W. Davis, former Ambassador to England.

Mr. William C. Breed, Chairman of the Members' Council, presiding.

The Right Hon. Viscount Bryce, P.C., former Ambassador of Great Britain to the United States.

Mr. William Fellowes Morgan, President of The Merchants' Association of New York.

The Hon. Frank L. Polk, former Acting Secretary of State.

Mr. William Hamlin Childs, Vice-Chairman of the Members' Council.

The Hon. William C. Redfield, former Secretary of Commerce.

Mr. John H. Love, Treasurer of The Merchants' Association of New York.

The Hon. Henry Morgenthau, former Ambassador to Turkey.

Mr. A. C. Bedford, Chairman of the Board of the Standard Oil Company of New Jersey.

Mr. Darwin P. Kingsley, President of the Chamber of Commerce of the State of New York.

Mr. Phillip T. Dodge, President of the International Paper Company.

Mr. Seward Prosser, President of the Bankers Trust Company.

The Hon. Henry Gloster Armstrong, British Consul General.

Mr. Allen Wardwell, of Stetson, Jennings and Russell.

Mr. Gilbert H. Montague.

Chairman Breed's Speech

Organizations of Business Men Responsible for Opinion

As he arose to call the meeting to order, Chairman William C. Breed announced that the meeting would be opened in the usual manner by the singing of the first two stanzas of "America." After this ceremony had been performed, Mr. Breed said:

"Gentlemen of The Merchants' Association: On behalf of your President, Mr. Morgan, who sits on my right, and

People Against War

"The coming Armament Conference in Washington, called by the President of the United States, seems to me to be the sort of proof of the correctness of what James Bryce, author, said in 1888 with respect to the ultimate force, the motive power in America, the expression of the mind and conscience of the people.

"That Conference seems to me to be the result of a strong public opinion calling and demanding that world leaders shall realize the intense burning hope of the average man in all lines that something shall be done, something to cause a limitation and a minimization of every possible incentive to war."—From the speech of Chairman William C. Breed.

also on behalf of myself—the perennially elected Chairman of this Council, as well as perennially resigning—I would like to express a personal note of pleasure at seeing so many old friends, and also so many new ones at this gathering.

"As you know, this month, October, marks the beginning of the twenty-fourth year in the activities of The Merchants' Association, and the eighth year of these Council meetings from which we have derived so much profit and satisfaction. Once more we must take up our work, this time with renewed energy and courage, and also with a full realization of the responsibility that rests upon our organization at such a time, with such infinite opportunities for service.

Guests of the Meeting

"Today we have the honor of entertaining two distinguished men, one a former Ambassador from Great Britain to the United States, eminent in more fields of human endeavor than almost any other man you know. He is eighty-three years young—a scientist, a writer, a statesman, a man who through long years of association with some of the greatest minds in America, has become in the minds of many of us really an American, the Right Honorable Viscount Bryce! (Applause.) Our other guest is a former Ambassador from the United States to Great Britain, a man who, during the trying years of the war, from 1917 on, was our spokesman in England, and served America and her interests

with such distinction and such ability. the Honorable John W. Davis. (Applause.)

The Meaning of "Ex"

"The deep interest which has been manifested in this meeting here today and the many letters of regret which I hold here from some of the most distinguished men in this country, are a clear indication of the fact that to have an 'ex' added to a man's title means nothing to such men as these, for that 'ex' seems to mean merely out of official harness into the councils and hearts of the people. (Applause.)

"In 1888, James Bryce, then well known, published the first edition of his 'American Commonwealth.' In the early chapters of that great and famous work, you recall, he describes the framework and machinery of our Government, then the methods by which they operate, and finally he declares, however, that the motive power, the ultimate force in the conduct of affairs in America, is the great force of public opinion, the mind and conscience of the people.

Responsibility of Organizations

"I would like to ask, at a time when we are all thinking of the great problems before us, in the presence of the author of this statement, upon whom rests a greater responsibility to try to assist in the creation of an intelligent public opinion in respect to the questions at issue, than upon a body of men like yourselves—merchants, bankers and professional men of the City of New York—and others of like responsibility in other centers? And where can you find a more adaptable machinery than the machinery of the various bodies, civic and professional organizations, to which most of you belong, or such organizations, of broader scope, as the Merchants' Associations and Chambers of Commerce throughout the United States, to give fitting expression to an intelligent public opinion with respect to those questions?

"Individual conception on all big subjects finds its first impulse clearly from the individual; but in order that there may be any real accomplishment in connection with these issues, cooperation between men and nations is absolutely indispensable.

The Armament Conference

"The coming Armament Conference in Washington called by the President of the United States seems to me to be the sort of proof of the correctness of

FORMER AMBASSADOR DAVIS SPEAKS FOR DISARMAMENT

what James Bryce, author, said in 1888 with respect to the ultimate force, the motive power in America, the expression of the mind and conscience of the people. That Conference seems to me to be the result of a strong public opinion calling and demanding that world leaders shall realize the intense burning hope of the average man in all lines that something shall be done, something to cause a limitation and a minimization of every possible incentive to war. (Applause.)

Former Ambassador Davis.

"In 1916 and 1917 when the activities of the Red Cross were with us, I had occasion frequently to meet in Washington a man who was a very great friend of the Red Cross, its National Councillor, I believe. At the same time he was Solicitor General of the United States. Later he came to that distinguished post of Ambassador from the United States to Great Britain. Today he is just one of us, a plain citizen of New York, honored for his achievements and looked to for advice and future counsel. I ask you, who could more appropriately tell of our respect and regard for a certain former Ambassador from Great Britain to the United States than a former Ambassador from the United States to Great Britain? I have the honor of introducing the Honorable John W. Davis." (Applause.)

Mr. Davis' Speech

Former Ambassador Confident of National Disarmament

There was warm applause for former Ambassador Davis when he arose to speak. He plunged at once into what he had to say.

"Mr. Chairman, Lord Bryce, Gentlemen of The Merchants' Association: I confess to you that as I rise and face this very large gathering, The Merchants' Association of New York, and observe the robust vigor that evidently waits upon them, my chief feeling is one of admiration. Here is a body of men who, if the public prints are to be believed, have in the course of the last six years been taxed and retaxed and super-taxed, and written up and written down, and inflated, and deflated, and still survive in robust and optimistic health. (Laughter and applause.)

The First Patient

"Your condition recalls that of the patient of the young physician who got

his license, his kit of instruments and his first patient all on the same day. One of his friends asked him the next morning how the patient was progress-

HON. JOHN W. DAVIS



Former Ambassador of the United States to Great Britain Who Eulogized Viscount Bryce

ing. He said, 'Well, I went to see him and his heart was doing 140. I knew that wouldn't do, so I gave him a depressant and ran it down to 30, and I thought he was about to die. Then I gave him something to stimulate it and ran it back to 120. That wouldn't do, so I worked him back to 60, and at last I mixed both together and told them to give it to him all night, and if he lived till morning I knew he would get well.'

"And some of the same pharmacopeia, I take it, has been administered to the business, not only of New York and the United States, but of the civilized world in the course of the last six years. If I were to judge from your Chairman and yourselves, I should assume that not only he, but all of you are hardy perennials and need no further treatment! But there are, as he has indicated to you, certain things which all the doctors are agreed about, though they differ as to method and as to manner.

Economy and Taxes

"They do not like their prescriptions, I find, all on the same sort of literature;

but they all agree that you must have to begin with, governmental economy, which means not merely discharging a few clerks and charwomen, but doing without things which you would like very much to have your Government do. And they all agree that you must have reduced taxation, and that, in turn, means cutting off some things upon which your ambition may be very ardently set. And they all agree, in the third place, that you must have a restoration of trade and commerce, not only between man and man, but between nation and nation, between continent and continent, before the business of the world can be sound and healthy once more. (Applause.)

The Armament Conference

"Now I join your Chairman in acclaiming the calling by the President of the United States of his Disarmament Conference at Washington, and it demands and must receive the earnest support and approval of every American, indeed, every well-wisher of mankind. No prayer can be closer to the heart of any man who loves his kind than that there may issue from that great Conference some word of healing for the nations. And I think we should be all mistaken if we assumed that armament was itself a disease, rather than a symptom, and that by treating armament alone we might heal the ills to which the patient is subject, for armament is a symptom and the disease is the disease of international distrust.

"It is international distrust that keeps a million Frenchmen under arms two years after the armistice has been signed. It is international distrust that burdens Poland, the moment she leaps from her grave clothes, with the support of an army of 800,000 men; and I must believe that it is international distrust and that alone, which, on the far reaches of the Pacific, burdens a poor and hard-living island people with an effort to build up a mighty navy, fit to challenge the navies of the world. Not until international distrust has been medicated and removed, will the symptom of the fever of armament subside.

Joint Endeavor Needed

The cure for that disease. One cure, certainly, is contact, intercourse, communication, conference and joint endeavor and, without trenching upon forbidden themes, there must, I believe, be such joint conference, joint endeavor, and joint organization among the people

VISCOUNT BRYCE AFFECTED BY GREETING OF COUNCIL

of the world before the burden that is on our shoulders will be rolled away. (Applause.)

Eulogy of Lord Bryce

"Now I rose, as your Chairman indicated, for a specific purpose, and what I have just said is intended as a prelude to the real purpose for my presence here. You honor yourselves in honoring today one of the most eminent, most distinguished and most beloved of living men. (Applause.) You honor, first, the scholar who has shown that scholarship in and of itself is not a mere accomplishment to be lightly tossed aside, but is a great implement that can be used for the service and uplifting of mankind. You honor the statesman who, in his public life, running for more than half a century, has let no cause of the weak or of the friendless go without defense and support from him. (Applause.) And you honor supremely at this moment a man who more than any other whom I know has been the foe of international distrust and whose aim it has been to introduce people to each other and to persuade them to confide in their mutual righteous purposes.

"Such a man is your guest of honor on this occasion. To any gathering of Americans his introduction would be superfluous. All that I should say, all that I could say, can be summed up in very narrow compass.

"At noon tomorrow he takes ship and leaves the land which he must know loves him; and when he and his dear lady drift away from the pier they, I am sure, will hear rising from the hearts of all Americans the lines of the old Scotch ballad:

"Better loved ye canna' be,
Will ye no come back again?"

Viscount Bryce's Speech He Discusses Leading Problems That Await Solution

Every man in the room arose to his feet as Mr. Davis ended. Mr. Breed signaled to Viscount Bryce to rise with the others, which he did, bowing his appreciation of the demonstration. Without any further attempt to present him, Mr. Breed then signaled to the members of the Council and their guests to be seated, which they did, yielding the floor to their guest of honor, who was already on his feet. The applause which greeted him was the heartiest that ever has been

International Distrust

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"No prayer can be closer to the heart of any man who loves his kind than that there may issue from that great Conference some word of healing for the nations; and I think we should be all mistaken if we assumed that armament was itself a disease, rather than a symptom, and that by treating armament alone we might heal the ills to which the patient is subject; for armament is a symptom and the disease is the disease of international distrust."

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From the speech of former Ambassador John W. Davis.

given to a guest of the Members' Council.

Touched by His Reception

"Mr. President, Mr. Chairman, Members of The Merchants' Association," Viscount Bryce said. "I cannot tell you how deeply I am touched by the reception you have been kind enough to give me and by the words which have fallen from your Chairman and from my dear and highly valued friend, Mr. Davis. There are some feelings that one has that are scarcely capable of being expressed in words, and you will understand how much it means to me to be told by one who has made himself your spokesman, and who I know enjoys your

confidence, that there is in the United States a feeling of confidence and of friendship towards myself. I feel that far more than I can say, and I thank you, Mr. Davis, with all my heart for the kind words that you have spoken.

His Second Fatherland

"It is many years since I first began to find myself at home in America, and I think that any Englishman who has received so much unfailing kindness in every part of the United States and who feels as deeply interested in the welfare of the United States as he does in that of his own country, because he believes that the welfare of the one is bound up with the welfare of the other (applause), I think that he may, without any loss of his own patriotism to his own country, feel that he has in America a second fatherland. (Applause.)

"It is now fifty-one years since I first touched this soil, and what changes, what advances! During six years I had the honor of being Ambassador at Washington, and I received while there one touching proof of the feeling that I was for many purposes an American, which I may be permitted to mention. At a Presidential election I received requests from both the great political parties that I would contribute to their party funds. (Laughter and applause.) What particularly gratified me was the fact that the request came from both, which showed that at any rate I was impartial.

Reluctant to Leave

"It is a joy to have been for ten weeks here, and it is a sadness to go, though I cherish the hope of accepting the invitation which Mr. Davis was kind enough to give me, to come back among you again. (Applause.) I ought to say that every time I come here there is a touch of sadness in remembering the great and good men who were citizens of New York and famous in the public life of your country who have passed away. My thoughts rest now, standing in this room, on the last occasion when I was here, when in the chair we saw the stately and dignified and venerable presence and the gracious manner and genial smile of Joseph H. Choate. (Applause.) A great citizen, whose memory I am sure you all honor. May you never be wanting in New York for men to carry on the great traditions of such good men and such good citizens as was Joseph Choate.

What the War Did

"Among all the things that have hap-

PREDICTED PEACE BETWEEN ENGLAND AND IRELAND

pened since then, the greatest, of course, has been the war, of which I will say only one word. It has been followed by many disappointments. It has not brought in Europe, at any rate, that moral regeneration which was hoped for; but it has done one great thing for America and for England—it has revealed the presence in both nations of those great fundamental virtues, courage, self-sacrifice, devotion to a cause which have been, which are, the fundamental qualities on which the life of every nation reposes, and which have been the glory of the stock to which we belong in both its branches—the glory of that stock for more than a thousand years! These qualities are there, and the war showed that they are present in as full a measure as ever they were in earlier days.

"That is much to be proud of, and there is also this to be proud of, that it was the same feeling and the same motives that brought you into the war, that brought us in. It was the sense of the duty which a great people owes to justice, to humanity and to freedom. (Applause.) And I should like to think that our companionship in arms deepened the sense of community of nature and community of ideals which holds us together.

Government and Business

"I am invited to say a word or two to you upon several topics which are of direct and current interest to you. These topics are so many that I can choose but few, and I pass by some upon which I would gladly have touched. I would gladly have dwelt upon a fact which has revealed itself in England, that there are limits to the utility of Government interference in business. I think that the result of the war was to make us believe that the less Government interferes with business and industry, the better. (Applause.) I am told that that is the view which similar circumstances have induced you also to hold. However, I pass to something of more immediate urgency.

The Irish Question

"I spoke of the sympathy and mutual understanding which have been growing from year to year ever since in 1898 when the sympathy of Britain was so universally given to you at the outbreak of the Spanish War. That sympathy and understanding have been to some extent marred by one difficulty, one source of trouble which has taken forms

Disarmament

*"At this moment it is the common interest of all the States of Europe to reduce their expenditure. You know very well what their position is. Even before the war it was all they could do to bear the crushing load of taxation which the maintenance of great armaments involved, and now after the war, where their debts are doubled or trebled or quadrupled, where the mere payment of interest charges on those debts throws such a burden on the people, how is it possible that armaments can be maintained? Therefore, I cannot but believe that you will have from France and from Italy, as well as from Britain, an expression of the strongest desire to join in reducing these armaments. * * **

"But let me add that if any country were to stand out, if any country after the United States and Britain and our recent allies had expressed their wish to reduce their armament, were to stand out against the plan to reduce its armament, that country would expose itself to a suspicion which would be well deserved. I do not believe that any country will venture to take such a course."—From the speech of Viscount Bryce.

that it is hard for any country outside of Britain to understand. I mean the relations of Britain and Ireland.

"Now, gentlemen, it is just thirty-five years since Mr. Gladstone brought in his first Home Rule bill. I was a member of the Ministry, and ever since 1886 I have been an advocate of Home Rule for Ireland. And now an offer has been made to warrant going there further than we ever went before, and I earnestly hope and trust—and I mention this because I trust as well as hope—that that offer will be accepted.

"It is dangerous to prophesy when a few weeks may falsify the prediction of the prophet, but in spite of that danger, I will express something approaching confidence that it will be found possible to effect a settlement of this question. The vast majority of the British people desire it. There is hardly a man in England who does not desire, with all his heart, good feeling, and friendship and peace, between Great Britain and Ireland. (Applause.)

"That would be the greatest boon that

could come to the two countries. Perhaps I may add I think there are some of you who think it would be a boon to America also (applause), and I cannot but trust that wisdom and good temper on both sides will bring about such a settlement, a permanent settlement, to put an end to all of these hatreds and dissensions; a settlement which, without impairing the strength and safety of Britain, will enable the energies and the patriotic spirit of the Irish people to find the fullest expression in working for the good of their country, for which they have cherished for so many centuries a patriotic fervor. (Applause.) That is our hope, and it is a confident hope.

The Armament Conference

"I pass from that to another subject which I know occupies at present your minds. Mr. Breed has said that public opinion is well voiced by an Association like yours. That is true, and I believe that public opinion in this country is at this moment fixed upon nothing more than upon the approaching disarmament conference which the President has summoned for the month of November. Now, that invitation has been accepted with whole-hearted joy by the British people. There can be no more complete approval of it, no more complete and earnest acceptance of that invitation anywhere than in England; and it seems to me it comes with special fitness from the United States, because you have no cause of quarrel with any other country; because you are impartial as between the different States of the Old Country; because there is no power which threatens you and obliges you to keep up armaments, and because there is no power which could hope to attack you with success. By her geographical position and by her inexhaustible resources, America stands out as the one impregnable country. (Applause.)

Armaments and War

"Now, the reduction of armament, gentlemen, is a matter of the greatest consequence to all the world at this moment. It has been sometimes supposed that armaments make for peace. They do not. They make for war. Mr. Davis has very properly said that armaments are a symptom. They are not only a symptom, but they are also a cause. The existence of great armaments in a country fosters a large class who know how to make armaments and know how to work them. It creates the desire to use the armaments which exist; it keeps the

TO REFUSE DISARMAMENT WOULD INVITE SUSPICION

idea of war constantly before the mind of the people; it makes it seem a natural and probable thing, and diminishes the horror with which the advent of war ought to be regarded.

Standing Armies Dangerous to Peace

"It has always been the countries in which there were most soldiers that were least disposed to peace. I remember here twenty and thirty years ago you scarcely ever saw a uniform in America, except in the frontier posts of the West. Those of you that know Great Britain know that you hardly ever saw a soldier in the streets of London. But if you know about Berlin or about Petersburg or about Vienna, the streets were full of soldiers. Where the armies were largest, where the armies were maintained on the greatest scale, there danger to peace was greatest.

"At this moment it is the common interest of all the States of Europe to reduce their expenditure. You know very well what their position is. Even before the war it was all they could do to bear the crushing load of taxation which the maintenance of great armaments involved, and now after the war, where their debts are doubled or trebled or quadrupled, where the mere payment of interest charges on those debts throws such a burden on the people, how is it possible that armaments can be maintained? Therefore, I cannot but believe that you will have from France and from Italy, as well as from Britain, an expression of the strongest desire to join in reducing these armaments.

What Country Can Refuse?

"The difficulties of detail, of course, are very numerous. I cannot mention them here. Some have suggested that the simplest method might be to fix a limit, a certain proportion of total revenue, which should be the maximum that any State should apply to its military and naval armaments, and that it might prove to be the simplest method.

"But let me add that if any country were to stand out—if any country after the United States and Britain and our recent allies had expressed their wish to reduce their armament, were to stand out against the plan to reduce its armament—that country would expose itself to a suspicion which would be well deserved. I do not believe that any country will venture to take such a course.

"And it would have this loss, that any country which should expend money now upon what is the greatest source of expenditure, namely, the creation of great

The Evil of Hatred

"I would like to answer the question which you will put to me: 'What is the way out for this bleeding condition of Europe? What way out is there from the calamities which surround us?'"

"The evil lies in the minds, the evil lies in the hatreds. The first thing to be done is, so far as possible, to reduce the hatreds; to persuade nations that there is more to be gained by friendship than by enmity. Let them see that hatred has never done any good and has never got anywhere. To show that the loss of one nation is not necessarily the gain of another, but rather that each nation thrives with the prosperity of the rest and is better off when its neighbors are better off, trading with them for their common benefit and sitting with them in a common sense of security, which enables men's minds to work better because relieved from a nightmare of terror."—From the speech of Viscount Bryce.

battleships, would probably find before a few years had passed, that its money had been spent in vain.

The Pacific and China

"Now let us suppose, gentlemen, that an agreement has been reached regarding the limitation of armaments. There remains the question of the Pacific. I earnestly hope and believe that that question also, or whatever questions there may be that affect the countries on the verge of the Pacific, may be peaceably adjusted.

"I know that the policy of Great Britain and Canada and Australia, all interested in the Pacific, coincide, so far as I have ever been able to understand, with the policy of the United States. I see no ground for difference, and I do not see that there is any difference between the policies of our countries on that subject.

"But I notice that there is in this country a certain amount of uneasiness regarding possible attacks upon America, an uneasiness which I do not quite understand, and which we, I think I may say, in England generally do not understand. I cannot here enter into the reason which makes me disbelieve in the cause of that uneasiness. You may say there are possibilities; that there are

some possibilities that approach probability. There are others that are almost too remote to be worth considering. Anybody can frighten themselves with a possibility, but the course of prudence is to watch it and to estimate the likelihood that it will ever enter into the sphere of probability.

United States Not in Danger

"I can see at this moment no danger threatening the United States that has come within the range of probability.

"There is only one question affecting the Pacific countries which is really a question fit to cause anxiety, and that is the question of China. You have in China a vast people, an industrious people, a people of great depth and many fine qualities, whose government is at present unstable, whose provinces are divided, which is in fact, in a state of weakness which exposes it to danger, and that makes its neighbors look with anxiety upon its future.

"There let me say this—that the interest of the European powers, in particular the interest of Great Britain, in the future of China is exactly the same as the interest of the United States. I can see no reason, then, why the policy of Great Britain and the policy of the United States should diverge in any way where the interests of China are concerned. What they both desire is that China should be peaceful, that there should be a free and open entrance for all commerce into China, upon equal terms, that communications throughout China should be safe, so that foreign goods should have access to every corner of the Empire. These are the things which China needs. These are the things in which we are agreed, and why should there be any difference of opinion between Britain and America upon that subject? (Applause.)

Chaos in Europe

"Now, so far, gentlemen, I have endeavored to present to you a hopeful future of the present situation of the world, and of the prospects for the near future, but now I must turn for one moment—I know your time is precious—I must turn for one moment to say something about Europe. When I survey the condition of Europe and of the near East, I see a far gloomier landscape. We in England think that you in America have not realized in what a state of misery and ruin the war has left the countries of Continental Europe.

"War is like a hurricane, it levels

AMERICA AND ENGLAND GUARD FUTURE OF THE WORLD

where it passes. Sometimes the hurricane is followed by a season of fair weather, fresh crops can spring up, new trees can be planted with the hopes that they will last, and all the usual toll can be properly resumed; but sometimes one hurricane is the prelude to another, and the weather remains as disturbed and uncertain as it was before. That is what has happened in Europe.

"Nothing is more settled than it was before the war. Sometimes we think, sometimes one hears people say that the peace we have now is worse than the war itself. The disasters which the war brought have not taught the peoples to desire peace. We all thought that after such calamities the desire for peace would be universal. That has not happened. Everywhere in Europe you see resentments, suspicions, mistrusts, rival ambitions of rival peoples, each seeking to aggress upon the other or to recover something which they think they have unjustly lost.

Ruin and Devastation

"Some of the peoples of Europe are starving, supported by your charity, and by that, to a smaller extent, as our resources are smaller, of Great Britain. Nearly all the peoples of Europe are practically bankrupt. Trade is stopped by the obstacles to the interchange of goods and to the paths of communication which the policy of the different peoples has set up. The currency has gone down to nothing. Over most of Continental Europe the currency has gone to one-twentieth to one-one hundredth of what the coins were worth before the war. Of course Russia has gone furthest.

"It may interest you to hear what was told me by a friend who has just returned from Russia. The Bolsheviks—the Soviet Government is employing a large number of people to work at its printing press printing off new ruble notes. It takes a pile of ruble notes that high (indicating two or three feet) to purchase a crust of bread. These workmen threatened to strike, and they were propitiated by an offer on the part of the Soviet Government that when they had worked an allotted number of hours at making ruble notes for the Government, they might work as much longer as they liked at printing off ruble notes for themselves (laughter).

Paralyzed by Hatred

"Now, how is it possible under the conditions which prevail over Conti-

nental Europe, and especially over Central and Eastern Europe, how is it possible for business to revive, how can prosperity return? The source of these evils is not merely the material losses which have been suffered. Its causes are to be sought deeper. Losses can be repaired by labor, human energy when it is evoked can soon recover what was lost, but it is the mind that has been affected. The real disease from which Europe now suffers is hatred, the hatreds of people to one another. That is the course of all evil. That is what produces the suspicions, the resentments, the sense of insecurity which paralyzes business, and which threatens war. Till normal conditions return—normal mental conditions—material conditions will not substantially improve.

Smouldering Fires

"You may ask me whether I apprehend immediate danger to peace. I do not apprehend, I think none of us in England apprehend any immediate danger of the recrudescence of war between the great powers. They are exhausted. They know what the cost of war will be, and I think they, at any rate, will remain quiet for the present. Of the future who can speak?

"But there are still dangers among the minor powers. Some of them have already formed alliances against other powers from which they apprehend hostilities, and no one can say how soon a spark in one quarter of Central or Eastern Europe may light the flame.

"Even if there should be no fighting for sometime to come, while these rivalries, while these ambitions, while these suspicions, and mistrusts remain, while the hatred smoulders, that hatred may break out into a flame, and the sense of insecurity is at the present paralyzing Central Europe and destroys present prospects of recovery; and these effects, gentlemen, are felt all over the world.

Effect on Business

"You men of business know that commerce and finance of the world have now become one community, one in a sense in which it never was before since man first tripped forth upon the earth, and when one member suffers, all the members suffer. Markets suffer, currency suffers, finance suffers; all are depressed, disorganized, and must remain so, so long as these sources of evil remain. Therefore, one may say that nowadays isolation is no longer possible for any

great country, and especially for a great commercial and producing country. No country can stand aside and see with indifference the misfortunes of its neighbors. Already the nations of the world have for years past, been drawn by many causes into many combinations and fields of cooperation for various common purposes, and now surely we see that there is a need that they should draw together, and combine, for the greatest of all purposes, the purpose which includes all of the rest, the preservation of peace among them. (Applause.)

Peoples Must Act Together

"I am not speaking primarily of political action. I do believe that diplomatic action can do a great deal, but I am thinking of something more than diplomatic action. I am thinking of that influence which one people has upon another, and I would like to show you for one moment—rather, I would like to answer the question which you will put to me, 'What is the way out for this bleeding condition of Europe? What way out is there from the calamities which surround us?'

"The evil lies in the minds, the evil lies in the hatreds. The first thing to be done is, so far as possible, to reduce the hatreds; to persuade nations that there is more to be gained by friendship than by enmity. Let them see that hatred has never done any good and has never got anywhere. To show that the loss of one nation is not necessarily the gain of another, but rather that each nation thrives with the prosperity of the rest and is better off when its neighbors are better off, trading with them for their common benefit and sitting with them in a common sense of security, which enables men's minds to work better because relieved from the nightmare of terror.

How to Cure the World

"How is it that we can remove these hatreds, and rivalries, and suspicions? In the first place, all that can be done ought to be done to remove existing causes of injustice. All that can be done ought to be done to warn aggressive peoples that they will incur the displeasure of all that is best in all nations if they attack their neighbors; and all that can be done ought to be done by those powers which stand out of the melee, which are not threatened themselves, and which sincerely desire peace, to reconcile the jarring interests of others and to bring them into better relations to one another.

AMERICA MUST ACT WITH ENGLAND TO SAVE WORLD

"This, as I say, does not imply the use of force. It implies wise diplomacy; but above all it implies the exercise of moral influence, the influence which great nations can exert.

America and England

"Two peoples are especially fitted to exercise this influence. They are the two peoples which have the least desire for themselves, and which are freest from the passions of hatred. Neither you, nor we in England, have any revenge to satisfy upon any one. We do not hate the way the nations of Continental Europe hate one another, and neither of us, fortunately, has anything to take from our neighbors, practically, you might say, because we have all we need already, perhaps a little too much. Certainly there is one of our latest acquisitions in the East which we would much rather be without.

"Now we are surely specially fitted, both by disposition and by the fact that we are commercial nations, whose commercial ties stretch all over the world, even to the most distant places. We are especially fitted to lead in this work, and may I say, although I have argued this question as if it were a question of commercial interest, I do not want to put it mainly upon that ground. You are a practical people, but you are also a people with ideals. You have refrained from conquest, when you might have conquered and increased your territories. You have sought and loved peace as no other great people have done; and therefore, here you can help mankind in peace and by peaceful means, just as six years ago you helped mankind in war.

"The peaceful cooperation—I use the word which you, Mr. Davis, have used—the peaceful cooperation of our two peoples who understand one another as no other two peoples do or can do, which cherish the same ideals and equally desire the welfare of mankind, and equally love the principles of freedom by which we have lived and prospered, the cooperation of our peoples to extinguish hatreds and to preserve peace offers the best and perhaps the only prospect of averting from the world the recurrence of those calamities from which we have lately suffered. (Applause.)

"If there be any human means, gentlemen, if there be any human means by which the world can be made good—I am sure there never was a moment in history when so much turned upon the

Results of the War

"Among all the things that have happened since then, the greatest, of course, has been the war, of which I will say only one word.

"It has been followed by many disappointments. It has not brought in Europe, at any rate, that moral regeneration which was hoped for; but it has done one great thing for America and for England—it has revealed the presence in both nations of those great fundamental virtues—courage, self-sacrifice, devotion to a cause—which have been, which are, the fundamental qualities on which the life of every nation reposes, and which have been the glory of the stock to which we belong—in both its branches—the glory of that stock for more than a thousand years.

"These qualities are there, and the war showed that they are present in as full a measure as ever they were in earlier days. That is much to be proud of, and there is also this to be proud of, that it was the same feeling and the same motives that brought you into the war, that brought us in. It was the sense of the duty which a great people owes to justice, to humanity and to freedom. (Applause.) And, I should like to think that our companionship in arms deepened the sense of community of nature and community of ideals which holds us together."—From the speech of Viscount Bryce.

preservation of peace and upon bringing the nations into accord and cooperation together—if mankind can ever be saved by human means, it is in the cooperation of America and Britain, the honest cooperation, in the same high spirit; it is in their cooperation that the prospect of saving of mankind now rests." (Applause.)

The meeting adjourned with the singing of the last two stanzas of "America."

TAX VALUES OF BUILDINGS

The taxable valuation of the Equitable Building at 120 Broadway, is \$30,000,000. This is the highest valuation placed upon any one building in the City. The Metropolitan Life Insurance Company's Building is assessed at \$13,250,000, the Woolworth Building at \$12,500,000 and the new American Telephone and Telegraph Building at the same figure.

FREE LECTURES ON FOREIGN TRADE

Prominent Speakers Will Discuss Conditions at the High School of Commerce

HUDSON TUNNELS AND BRIDGE

A series of interesting lectures on foreign trade topics is being given at the High School of Commerce, Sixty-fifth Street, West of Broadway, Manhattan, during Friday evenings, at 8.15 P. M. These lectures are free of charge.

Topics and Speakers

The topics and speakers are given as follows:

October 14—Mr. Charles Hodge, Assistant Director of the Division of Oriental Commerce and Politics in the School of Commerce of New York University, will speak on "The New China."

October 21—Mr. Edward A. Filene, International Economist, "Franco-American Trade."

October 28—Hon. Salvatore A. Cotillo, Senator, Eighteenth District, "The Italian in American Trade."

November 4—Mr. William J. Burns, President, The William J. Burns International Detective Agency, Inc., "How to Avoid the Pitfalls."

November 11—Mrs. J. Hungerford Milbank, "Methods of Warfare Old and New." Illustrated by Government motion pictures.

November 25—Mr. Allen Walker, Manager, Foreign Trade Department, Guaranty Trust Company, "South American Trade."

December 2—General George R. Dyer, Chairman, New York State Bridge and Tunnel Commission, "The Vehicular Tunnel Under the Hudson."

December 9—Mr. E. H. Outerbridge, Chairman, The Port of New York Authority, "The Port of New York." Illustrated by motion pictures.

December 16—Mr. George A. Post, President, The Hudson River Bridge and Terminal Association, Inc., "The Hudson River Bridge." Illustrated by stereopticon views.

Lectures will be resumed in January, 1922.

ONE FIRE EVERY MINUTE

Fires in the United States average one a minute, and 75 per cent of them, insurance underwriters say, are caused by carelessness and preventable.

WHOLESALE PRICES BECOMING STABLE

Comparisons Made by the Industrial Bureau Show They Are Finding Their Levels

GERMANY IS STILL UNSETTLED

Prepared by the Industrial Bureau of The Merchants' Association

Wholesale prices throughout the world are becoming stabilized. In many countries the downward trend of goods at wholesale has not only been checked but in some cases prices are actually on the up grade.

Comparison of Prices

These conclusions are based upon the analysis made by The Merchants' Association's Industrial Bureau, comparing the tendency of wholesale prices in the United States with those of ten other countries. The foreign nations selected include Oriental as well as European countries. They are: Canada, United Kingdom, France, Italy, Sweden, Denmark, Germany, Australia, India and Japan.

In eight out of the eleven countries, including the United States, figures for August, 1921, the latest obtainable,

show that price levels during that month were higher than during the period immediately preceding. In Canada and Australia the rate at which prices are declining has shown a marked tendency to decrease during recent months. Sweden is the only nation studied where prices are still rapidly dropping.

Extent of Price Declines

In all of the countries except Germany the price levels at which wholesale commodities have begun to stabilize are materially below the peak prices reached during 1920. In India prices are approximately one-sixth below the high point of 1920 and in Italy about one-fifth. In Australia and Canada the fall has been one-third, while in Denmark, Japan, the United Kingdom, France, the United States and Sweden the reductions range from 37 to 47 per cent. Price levels in America more nearly approach pre-war prices than in any of the other countries.

In Germany prices after a brief period of decline are again at their peak. During the first half of 1921 wholesale prices in that country dropped. Beginning with July, however, they showed an upturn of more than 6½ per cent in a month; in August they jumped nearly 17½ per cent.

The accompanying table shows the price trend in each of the eleven countries from 1913 to August, 1921.

FLUCTUATIONS OF WHOLESALE PRICES OF COMMODITIES IN THE UNITED STATES COMPARED WITH NINE OTHER COUNTRIES

(Figures in heavy type indicate the peak of high prices. Prices of 1913 taken as a base.)

DATE	United States Bureau of Labor Statistics (318 commodities)	United States Federal Reserve Board (90 quotations)	Canada Department of Labor (272 commodities)	United Kingdom "Economist" (44 commodities)	France "Statistique Générale" (45 commodities)	Italy "Rivista" (40-70 commodities)	Sweden Svensk Handelstidsning (47 commodities)	Denmark Finansstatistik (33 commodities)	Germany Frankfurter Zeitung (77 commodities)	Australia Bureau of Census and Statistics (23 commodities)	Calcutta India Department of Labor (75 commodities)	Japan Bank of Japan (56 commodities)
1913	100	100	100	100	100	100	100	100	100	100	100	100
1914	100	100	101	99	101	95	116	(a) 100	(a) 100	(a) 100	(a) 100	96
1915	101	100	110	123	137	133	145	138	138	141	132	97
1916	124	100	135	161	188	202	185	184	184	132	117	117
1917	176	100	177	204	262	290	244	228	228	155	147	147
1918	196	100	206	225	339	409	339	393	393	170	192	192
1919	212	206	217	235	356	364	330	394	1522	180	236	236
1920	243	233	246	283	510	624	347	352	1522	218	204	259
(1920)												
Jan.	248	242	250	289	487	508	319	340	1483	203	218	301
Feb.	249	242	254	303	522	557	342	...	1449	206	209	313
Mar.	253	248	258	310	554	602	354	...	1598	209	198	321
Apr.	265	263	261	306	588	664	354	...	1582	217	200	300
May	272	264	263	305	550	660	361	...	1690	225	210	273
June	289	258	258	291	493	632	366	...	1452	223	206	248
July	292	250	256	292	496	604	368	352	1473	224	209	239
Aug.	280	224	244	288	501	625	365	355	1528	226	209	235
Sept.	242	226	241	284	526	655	362	394	1560	230	208	230
Oct.	225	208	234	296	503	659	346	398	1582	215	206	226
Nov.	207	190	225	245	460	670	331	403	1647	208	194	221
Dec.	199	173	214	220	434	655	299	373	1658	197	180	206
(1921)												
Jan.	178	163	208	209	406	642	267	341	1603	196	178	201
Feb.	167	154	190	192	376	613	250	290	1473	192	174	185
Mar.	162	150	194	189	360	604	237	280	1419	181	175	191
Apr.	154	143	187	184	347	584	229	270	1410	171	183	190
May	151	142	183	182	329	547	218	257	1428	166	184	191
June	148	139	179	178	325	509	218	254	1387	162	178	192
July	148	141	176	177	330	520	211	253	1467	159	183	196
Aug.	152	143	174	179	333	542	198	256	1723	184	184	199

(a) Middle of 1914=100.

COST OF LIVING IS GOING DOWN

Government Index Shows That Prices Are Going Down in New York City

STILL FAR ABOVE 1914 RATE

Prepared by the Industrial Bureau of The Merchants' Association

The cost of living in New York City has continued to fall gradually during the last few months, according to the Bureau of Labor Statistics of the United States Department of Labor.

Comparison With 1914

The Bureau's cost of living index for New York City for September, 1921, was 179.7. This compares with 181.7 for May, 1921, and 201.4 for December, 1920. The highest point was reached in June, 1920, when the figure was 219.2. In making these comparisons, December, 1914, is used as a base, equal to 100.

Item of expenditure	Dec. 1914	Dec. 1920	May 1921	Sept. 1921
Food	100	173.5	142.5	150.3
Clothing	100	201.8	259.5	231.5
Housing	100	138.1	142.2	144.0
Fuel and light ..	100	187.5	195.9	192.4
Furniture and furnishings ..	100	285.9	256.5	236.7
Miscellaneous ..	100	216.3	217.6	217.8
Total	100	201.4	181.7	179.7

Similar figures for other cities show that conditions in New York are not radically different from those in other parts of the country. The cost of living in Chicago has decreased somewhat more rapidly than in New York, but in Baltimore, Washington and Richmond the decrease has been slower than here.

Rents and Clothing are High

Rent has uniformly increased throughout the entire period under record. Clothing has dropped steadily in price during the past year, but is still far above 1914 figures. The same is true of furniture and furnishings.

Retail food prices have shown various changes in recent months. After a decline in the cost of food from the high point in 1920 to a point 42.5 per cent above the prices of 1914 last May, retail food prices in New York increased again during the past summer. Although there was a decrease of 1 per cent from August 15 to September 15, September prices were still higher than those for last May and were 50 per cent above 1914 prices.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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VISCOUNT BRYCE'S FRANK DISCUSSION OF THE WORLD'S PROBLEMS

The Luncheon Meeting of the Members' Council of The Merchants' Association last Tuesday in honor of Viscount Bryce was an auspicious opening of the present season of activity on the part of the Council. The attendance was large and of high character and not a man left the meeting room disappointed.

Viscount Bryce occupies a unique place among the world's "elder statesmen." His long career, going back to Gladstone's Cabinet, his varied experience, his learning and his wisdom endow him with an authority to discuss the world's problems such as few men possess.

The greeting extended to him by the Council was so warm and the demonstrations of personal affection were so marked that Lord Bryce was deeply moved. He sailed for home on the day after the meeting, and he availed himself of the occasion, in a parting message to America, to sum up with remarkable frankness, the great leading questions that are awaiting solution.

The most conspicuous feature of the meeting, aside from the address of Lord Bryce, was the earnest and confident hope expressed by each of the speakers that the approaching conference in Washington with regard to national armaments would lead to a reduction of the military establishments of the world, with a consequent relief from intolerable taxation and an abatement of the war fever.

In addition to his discussion of this subject, Lord Bryce touched upon the situation in the Pacific and in China and smiled at the feeling that America, which he called the one impregnable country in the world, has any foreign aggression to fear. He predicted a settlement of the troubles between England and Ireland, relieving a situation that is irksome to every English-speaking people.

Perhaps the most striking and forceful portion of Lord Bryce's remarkable address was his brief and vivid deline-

ation of the ruin and misery which hang over Continental Europe. He declared that the hatred and fear which divide the nations bordering upon each other there were making life almost unbearable for the people of those nations, and he called upon America to join with England in healing the sores and dissipating the jealousy and distrust which now are poisoning these unhappy nations.

The meeting of last Tuesday, distinguished by Lord Bryce's wise and scholarly address, will long be remembered by the members of The Merchants' Association who attended it.

CHANGING PRICE LEVELS

Some interesting studies of changes in price levels have been completed by the Industrial Bureau of The Merchants' Association. They indicate that the gradual approach to normal conditions is continuing.

An investigation and comparison of wholesale prices in this country, in Europe; and in India and Japan show a lack of uniformity in price tendencies, but indicate on the whole a halt in the general decline so that it is now possible to indicate the extreme low point as well as the extreme high point of fluctuations. In other words, reports indicate that, for the time being at least, the price recession has been succeeded by an upward turn.

Another study, dealing with the cost of living, shows that the decline in the retail prices of articles considered in determining living costs, still continues. Compared with the level of December, 1914, the cost of living prices in this City arose to a high point of 219.2 per cent in June, 1920. The present level is 179.7 per cent. It is shown that a large part of this excess is due to rents, clothing, furniture and fuel, and that the cost of food is now only about 50 per cent above the 1914 level.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Merchants' Association's Record Warmly Praised

Other Commercial Organizations, Both in New York City and Outside, Express their Admiration of Its Work and Methods in Acknowledging Receipt of the Year Book for 1921—Find Useful Information in "Greater New York"

High valuation placed by other commercial organizations upon the Year Book of The Merchants' Association is indicated in replies received from a circular note of inquiry asking whether such organizations desire to have the Year Book and "Greater New York" sent to them as usual.

Interesting Replies Received

Many interesting replies have been received. Among them were the following:

Chamber of Commerce of Michigan City, Indiana: "The various reports of your officers and details of your activities show the magnitude of your organization and the information vouchsafed proves especially helpful to a smaller community like ours which is ambitious to build greater and benefit by the experience of the larger organization."

Bloomington Association of Commerce, Bloomington, Illinois: "Your publications occupy a prominent place in our library and are quite generally used."

Chamber of Commerce of Richmond, Indiana: "We find your publications very interesting. The information is reliable and arranged in very convenient form for ready reference."

"Of Great Value"

Chamber of Commerce of Kankakee, Illinois: "We find both publications of great value."

Wilson Chamber of Commerce, Wilson, North Carolina: "The Year Book is used quite often by our local merchants."

Board of Commerce of Pontiac, Michigan: "We are always grateful to receive your publications. The 'Greater New York' publication gives us the knowledge concerning New York that is worth reading and knowing."

Chamber of Commerce of Auburn, New York: "We have greatly appreciated the information contained in The Association's Year Book and also in the 'Greater New York,' which has been helpful to many of our members."

Says Merchants' Association Stimulates

Chamber of Commerce of Elizabeth, New Jersey: "The Merchants' Association not only informs us by showing the way, but stimulates us to achieve for ourselves."

Newburgh Chamber of Commerce, Newburgh, New York: "Activities of The Merchants' Association of New York is shown through the weekly publication, and carefully read and then placed on file for future reference. Material contained in it is of great importance and value."

Chamber of Commerce of Herkimer, New York: "This Chamber has been receiving your publication and not to receive the same would be a decided loss."

Forty-second Street Property Owners' and Merchants' Association, Inc., New York City: "Both of the above publications are read with much interest and are greatly appreciated by our association."

Elmira Business Men's Association, Elmira, New York: "This Association enjoys your Year Book, and especially your publication 'Greater New York.' Both of them are of great value to us."

Of Unusual Interest

The National Pipe and Supplies Association, Pittsburgh, Pennsylvania: "I note from your circular letter of September 28th that I am to again receive a copy of your Year Book. I very greatly appreciate your thoughtfulness in sending this, because it has been of unusual interest to me in years past. Your weekly publication 'Greater New York,' has been a source of great pleasure, as well as useful information, to me, and I read it each week with great interest."

Oswego Chamber of Commerce, Incorporated, Oswego, New York: "Our members have always found the Year Book of The Merchants' Association of great value as a reference work, and especially find continued use for the classified list of members and their business."

Worcester Chamber of Commerce, Worcester, Massachusetts: "As usual the Year Book of The Merchants' Association is most interesting and intelligently covers a great number of worthwhile activities. We are always glad to receive it."

Albany Chamber of Commerce, Albany, New York: "We always find the publications of The Merchants' Association of New York of great interest and value and consider 'Greater New York' one of the most valuable publications which come to our office."

Chamber of Commerce of the Borough of Queens, Long Island City, New York: "We have a complete file of the Year Books and weekly publication 'Greater New York' for the last nine or ten years, which we believe to be of great value."

Keeps a Complete File

Middletown Chamber of Commerce, Middletown, Connecticut: "The progress of New York merchants is always an inspiration, even if small communities cannot hope to imitate it."

Schenectady Board of Trade, Schenectady, New York: "Your 'Greater New York' is one that we hold close to us, while there are some we get we hardly get time to even glance over."

Appreciates Year Book

Chamber of Commerce, Meriden, Connecticut: "We greatly appreciate both the Year Book and the weekly publication 'Greater New York.' Please accept our thanks for this courtesy."

Parkersburg Board of Commerce, Parkersburg, West Virginia: "We greatly enjoy your publications and look forward with the greatest of interest to receiving them."

Writing Paper Manufacturers' Association, 18 East Forty-first Street, New York City: "We have received The Association's 1921 Year Book and want to compliment you on the excellence of this publication."

Chamber of Commerce, Nyack, New York: "We take this opportunity to express our gratitude to you for the fine way in which you cooperate with us and all other civic organizations, be they large or small."

Would Not Be Without It

Hannibal Chamber of Commerce, Hannibal, Missouri: "We consider 'Greater New York' one of the most interesting publications on our reading table, and would not want to be without it."

Board of Commerce, Saginaw, Michigan: "Writer considers 'Greater New York' best conducted civic organization bulletin published."

HOW NEW YORK EMPLOYERS ARE CARING FOR WORKERS

Inquiry Made by The Merchants' Association Shows that Most of the Suggestions of the National Unemployment Conference Are Already in Effect in This City

**Prepared by the Industrial Bureau of
The Merchants' Association**

The United States Chamber of Commerce is seeking the cooperation of the various commercial organizations in the country in carrying out the emergency program of the National Unemployment Conference, of which Mr. Joseph H. Defrees, President of the National Chamber, is a member.

Industries Asked to Cooperate

In the emergency program of the National Conference the cooperation of manufacturers and other employers is especially solicited. Manufacturers are urged to contribute to the relief of present acute conditions by adopting part time work through reduced time or the rotation of jobs; in as far as possible to manufacture for stock; to reduce the number of hours of labor per day; to reduce the work-week by a lower number of days; and to take advantage of the present opportunity to do as much plant construction, repairs and cleaning up as possible, with the consequent transfer of many employees to other than their regular work.

All owners of private houses and hotels, office buildings and similar structures, are urged to undertake necessary repairs, cleaning and alterations during this emergency period.

Results of Inquiry Here

That many of these plans have already been adopted by employers in New York City is evident from an inquiry made earlier in the year by the Industrial Bureau of The Merchants' Association among some of the larger employers in the City. Of 118 concerns replying to The Association's inquiry, eighty stated that they were making a special effort to assist their employees in the present emergency. Although some employers in adopting this program were actuated solely by a desire to assist the workers, others did so in a realization of the value of maintaining their organization so that they would be able to handle additional work as soon as business began to pick up.

What Employers Say

The following excerpts of letters are characteristic of the answers to The Association's inquiry:

"We endeavor to maintain as many of

our employees as possible by reducing the length of the week—operating three days sometimes instead of the rate of five and one-half.

"We have no protection for our employees against unemployment other than a profit-sharing fund of which many of our employees are members, and which gives them some relief through withdrawal in case of distress.

"We have not undertaken any new construction but are making long-needed repairs in our operating equipment that we were not in a position to pay attention to in the past two or three years."

Length of Service Counts

Another typical letter manifests interest in the solution of the problem:

"We are extremely glad to note that you are undertaking a study that may lead to alleviating the problem of the unemployed and are extremely sorry to have to advise that we have no very worthy suggestions to offer.

"In common, I think, with most concerns, we have to as great an extent as possible, undertaken general work, minor repairs, and rehabilitation to keep the principal part of our force going during the slack time, and have regulated in so far as possible the hours worked per week, in conformity with the existing demand, thus retaining as largely as possible, our older and more efficient employees, even at some slight sacrifice to them in their weekly wage. Beyond this we have not hit upon any other solution."

Retails His Product

A clothing manufacturer writes that his company provides continuous employment as follows:

"The manner in which this company operates its plants provides for continuous employment throughout the year, made possible by the fact that we supply merchandise to our own stores who have always been able to use more than we are able to turn out. Our shops, therefore, are never closed, and unemployment is unknown among our workers."

Makes Use of "Leaders"

Another clothing manufacturer makes the following suggestions:

"We have found that by the introduction of certain leaders or staple numbers that are sold very closely by us, we can manage to keep our plants going in the slack periods of the season, at a considerable cost to us in some cases because the business that we take is not profitable, but it holds our organization together, and that is indispensable to the maintenance of efficiency.

"During the period when prices were dropping drastically we were confronted with a situation that was very extraordinary, and we had for the first time in many years to forego purchases in advance of those materials required to keep our plants going full. Instead, however, we managed at considerable cost to ourselves to keep them going three days a week, and in some plants as much as five days a week, contenting ourselves with a very much smaller quantity of work than we paid for. In other words, we consciously took a loss on the work that we did make during this period.

"We also gave our employees one day's pay extra where they had only worked three days a week. Our employees are not protected in any way against unemployment, either through unemployment insurance or some form of employee benefits, because this is the first time that we recall that we have ever had a situation in which our usual methods of providing work for slack periods could not be carried out.

"So far as we individually are concerned, we believe we can handle this problem without resort to any form of unemployment insurance or employee benefits, but we recognize that many manufacturers are not so situated. We are very tolerant indeed of some constructive program looking to provision against unemployment but have no plan that we can suggest other than that we have this general idea: that any plan that is worked out should make the employer a beneficiary of such provision as he has made against unemployment. In other words, if a manufacturer so plans his business as to keep his people employed steadily throughout the year he should get the benefit of it in any scheme of unemployment insurance, otherwise the incentive to keep people employed steadily would be taken away from the employer."

HOW NEW YORK EMPLOYERS ARE CARING FOR WORKERS

Another clothing manufacturer writes: "We would say in this connection that for the past three and a half years, we have employed our factory, in so far as the machine end is concerned, under a contract which guarantees them employment for a minimum time of forty-eight (48) weeks to the year. Up to the present our factory has been worked to its capacity."

Distributes the Work

Still another clothing manufacturer writes as follows:

"We have managed to keep practically our entire force engaged for at least ten months in the year.

"Our employees are not protected in any way against unemployment but we have at all times endeavored to distribute the work in such a manner as to make very short temporary unemployment to anyone of them not a matter of hardship."

Keeps Workers Together

A manufacturer of embroideries writes:

"Generally we are kept busy manufacturing orders taken by our selling force and as a rule when business falls off we manufacture stock merchandise, and in this way keep our factory force intact.

"We do not carry employment insurance or have employee benefits, nor have adopted a shorter work day a week, but when the piece workers' wages drop considerably we put them on a regular weekly wage and that enables us to keep all of our workers."

Sells at Small Profit

The following suggestions come from a ribbon manufacturer:

"The only scheme we have been able to hit upon for the employment of the maximum number of people is by doing business at a small profit and selling some items at a loss during times of depression.

"We are following this rather discouraging program now, resulting in keeping our institution going full blast at present.

"We carry no insurance against unemployment. The only insurance we carry is group insurance, accident insurance, sick benefits, etc.

"In times of depression, we make every possible repair and try as far as possible to give employment by the rehabilitation of the plant.

"When all this fails, we make it a

practice to reduce the working hours so as to give all of our workers some work."

Holds as Many as Possible

A printing concern writes:

"During the present period of business depression, this organization has resorted to every means within reason to keep as many of our employees on the payroll as possible.

"We have retained men to clean our presses and make minor repairs thereto. We have adopted shorter working days and weeks, and where it was found impossible to keep certain employees on the payroll we have arranged to group the men and lay each group off for a short period, thereby holding a far larger percentage of men on our payroll than we would if a certain number of them were laid off until we need them.

"This latter plan has proved very agreeable to both ourselves and our employees. As far as the advantages to ourselves, it means that we do not lose what good men we have and on the other hand it means that no individual on our payroll suffers total unemployment, which is, by this method prorated among all the men in the various groups."

INCOME TAX LECTURES

Free Evening Course Designed for Business Men and Women

A complete course of evening lectures on Federal and State Income Taxes is to be given under the auspices of the College of the City of New York, beginning on October 14. The course is designed to meet the needs of business men and women, lawyers, accountants, revenue agents and tax officials.

Owing to the abnormally large class of college students who will attend, the lectures are to be given in the Auditorium of the Manhattan Trade School, corner of Lexington Avenue and Twenty-second Street, opposite the old College building.

The course will be opened by Dr. Joseph J. Klein, who has made an exhaustive study of the subject. The scope of the course embraces every phase of Federal and State Income Taxation. Further information can be had from Dean Frederick B. Robinson, College of the City of New York.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

RETURNING RUSH SWAMPS CUSTOMS

Experienced Men Detached from the Appraiser's Stores to Examine Baggage on Piers

VALUATIONS ARE DELAYED

Complaints have reached The Merchants' Association from its members with respect to delays occurring at the Customs House, due to the withdrawal of experienced appraisers from duty at the Appraiser's Stores to serve as examiners of hand baggage on the piers during the arrival of steamships.

Withdrawal at Its Height

Inquiry indicates that this withdrawal is at its height during the present weeks, owing to the heavy tourist travel returning to the United States from abroad, and that conditions will doubtless be remedied as soon as that traffic decreases. In the meantime, the Chairman of the Committee on Customs Service and Revenue Law, Mr. B. A. Levett, and Mr. W. H. Mahoney, Manager of The Association's Foreign Trade Bureau, are conferring with the appraiser of the Port of New York, in order to determine if it is possible to assign less important persons for the work of examining hand baggage, thereby permitting appraisers continuing their regular work uninterrupted at the Appraiser's Stores.

Examination of Imports Before Entry

A correspondent asked that The Association advocate that importers be permitted to examine merchandise before entry. Various conferences regarding this proposal bring out the fact that this procedure, although often suggested by importers, has never been seriously considered by authorities at the Port of New York, inasmuch as it would make possible improper acts on the part of importers, which could not well be prevented by the Customs authorities, such as the substitution of merchandise or the removal of merchandise.

PANAMA CANAL TRAFFIC

The United States Coastwise traffic passing through the Panama Canal last year amounted to 1,372,388 tons, of which 698,429 tons were shipped from Atlantic to Pacific and 673,959 tons from Pacific to Atlantic. The total was 11.83 per cent, over one-ninth of all cargo carried through the Canal during the year.

MERCHANTS' ASSOCIATION ACTS TO PROTECT SHIPPERS

It Protests to Interstate Commerce Commission Against Attempt of the Express Company and the Erie Railroad to Advance Rates on Carload Fruit—New Southern Service

Prepared by the Traffic Bureau of The Merchants' Association

The Merchants' Association has intervened in an application made by the American Fruit and Vegetable Shippers' Association, the California Fruit Distributors, the Stewart Fruit Company, the American Fruit Growers' Incorporated, and the E. Y. Foley and Frank H. Buck Company against the American Railway Express Company to compel it to restore its service for delivery of fruit at its Duane Street Station, Pier 20, North River, without extra charge.

Established Practice Dropped

It was the practice of the company for many years to deliver fruit and vegetables shipped in carload lots from California, Arizona and Nevada at the Duane Street Station. It terminated this service on March 1 last, giving notice that thereafter an additional charge of twenty cents per 100 pounds, or in case of carloads lightered in the car, the regular Erie Railroad Company's charge for floating service, would be made. If the additional charge was not paid, consignees were told that they must accept delivery at Jersey City.

This Association Intervenes

Vigorous demonstrations failed to induce the express company to modify this order and the complaint was filed by the various concerns mentioned before the Interstate Commerce Commission to compel it to do so. The case was assigned for a hearing before Examiner Gerry of the Interstate Commerce Commission in the Assembly Rooms of The Merchants' Association on September 28, when The Merchants' Association filed its intervening petition, signed by Mr. J. C. Lincoln, Manager of the Traffic Bureau of The Association, as follows:

Comes now your petitioner, The Merchants' Association of New York, and respectfully represents that it has an interest in the matters in litigation in the above entitled proceeding, and moves that it be allowed to intervene in and become a party to said proceeding and for cause of intervention says:

I. The Merchants' Association of New York is an incorporated Association formed for the purpose of fostering the trade and welfare of New York; that it has a membership in excess of 6,500 members made up in large part of individuals and firms engaged in the shipping and receiving of freight in interstate commerce, and is otherwise interested in the charges for transportation assessed by defendants.

II. That the American Railway Express Company is a common carrier engaged in the transportation of property by railroad or partly by railroad and partly by water, between points

in one State and points in another State, and as such common carrier is subject to the provisions of the Interstate Commerce Act.

III. That facilities for the handling and marketing of fruit and vegetables have been provided at Pier 20, North River (the Duane Street terminal of the Erie Railroad), to take care of this particular traffic and with the cooperation of the shippers it has been established as the central delivery point for Manhattan deliveries.

IV. That under the former rate adjustment by which the American Railway Express Company and its predecessor, the Wells Fargo Company, applied the New York rate to Pier 20, North River, New York, industrial conditions and business enterprises predicated thereon have been established at and in the vicinity of this terminal.

V. That the discontinuance of the application of the New York rate to Pier 20, North River, New York, by the long established and recognized standard route of the express company would work irreparable injury to industries and enterprises that have been so established and would add materially to the cost of fruit and vegetables to the consuming public of Manhattan Island.

VI. That the long maintenance of the former rate adjustment under which the New York rate has been applied to Pier 20, North River, New York, is a criterion of its reasonableness and should not, therefore, be disturbed.

VII. That under the American system of rates, river transfers (by vessel or bridge) and terminal expenses incurred in the rendering of transportation services to the public are not treated as separate and distinct charges from that incurred in the carriage of the goods, and should not be so treated in the pending case.

WHEREFORE, said Merchants' Association of New York prays leave to intervene and be treated as a party hereto with the right to have notice of and appear at the taking of testimony, produce and cross-examine witnesses, and to be heard in person or by counsel upon brief and at the oral argument, if oral argument is granted.

The hearing was postponed until January by agreement.

Erie Rate Advance

Railroad Makes Jersey Its Terminal for Carload Fruit

The Erie Railroad Company has issued a tariff to become effective with October 14, 1921, proposing to establish terminal charges for the delivery of fruit and vegetables, carloads, at its Duane Street Station, Piers Numbers 20 and 21, North River. These charges are to be in addition to the through rates provided for the transportation of fruit and vegetables, carloads, from points of origin to their Duane Street Terminal and which through rates now contemplate the delivery of the goods at the terminal in position for removal by the consignee.

Reconsigned Shipments

The Erie Railroad Company has also issued a tariff to become effective with

October 14, 1921, increasing the proportional rates upon fruit and vegetables, carloads, from the Jersey terminals of the Erie Railroad Company to Piers Numbers 20 and 21, North River, to be applied on shipments originating at points west of the Mississippi River which are re-consigned in transit, from the present charge of \$30 per car to a charge of \$51 per car, the effect of which increase would place further transportation burden on the handling of these food products to Manhattan.

The Merchants' Association, through its Traffic Bureau, in the interest of its members handling and marketing fruit and vegetables and in the interest of the trade and welfare of New York, has filed a petition with the Interstate Commerce Commission, requesting the suspension of these proposed tariffs pending an investigation and hearing by the Commission as to the reasonableness of the increased charges proposed.

Fibre Containers

Strong Protest Made Against Proposal to Change Rule

A hearing on the proposed revision of the Consolidated Freight Classification rules and regulations with respect to the use of fibre board, pulp board or double faced corrugated straw board containers, was held in the Classification Committee rooms at New York on September 26. A very large attendance of traffic representatives of various industrial and commercial organizations and traffic managers representing individual concerns were present in opposition. The Merchants' Association of New York was represented by the Assistant Manager of its Traffic Department.

The principal grounds of protest were (a) increased cost of containers which would fall upon the shippers were the proposed regulations adopted; (b) that the proposed regulations would not afford the additional protection as against loss or damage which carriers had in contemplation. It was claimed by the carriers that some of the manufacturers of fibre board and corrugated boxes were furnishing inferior packages and that some of the shippers were using

NEW CONTAINER RULES ROUSE STRONG PROTEST

containers which were not sufficiently strong.

The Merchants' Association suggested that the use of inferior packages should be prohibited and the proper use of containers by shippers should be accomplished by proper policing on the part of the carrier and not by placing undue and unnecessary burdens on the great mass of shippers who were complying with the present regulations.

The protests of individuals representing large industrial concerns were augmented by general presentations of the case by commercial organization representatives. Previous hearings on this same subject have been had before the Consolidated Classification Committee at San Francisco, California, and Chicago, Illinois, and an additional hearing will be held at Atlanta, October 26.

The Traffic Bureau of The Merchants' Association respectfully suggests that members using these containers see that they are made by reputable manufacturers and that the quantity of goods loaded therein does not exceed the weight as prescribed in Rule 41, with which they should become familiar.

Perfect Package Month

Railway Association Will Make a Drive in November

To stimulate public interest in good packing of shipments and to enable carriers to improve their service, the American Railway Association, representing practically all of the railroads and steamship lines in the United States and Canada, and the American Railway Express Company have combined in a co-operative effort to make November a "Perfect Package Month."

During November an examination of all shipments sent by freight or express will be conducted by the transportation lines and all "exceptions" to "perfect packages" will be noted on special reports. These reports will be sent to the shippers of packages on which errors have been found and the number of "exceptions" found reported to the local Chamber of Commerce or other shippers' organizations cooperating with the carriers.

Local campaign committees consisting of carriers' representatives will be formed in every city and town to carry out the arrangements made for the "per-

fect package month." At the conclusion of the drive, the carriers will inform the shippers' associations of the total business handled so that the shipping record of the city in November may be determined. A list of the cities making the best record during the drive will be published later.

Through "Greater New York," the Traffic Bureau of The Merchants' Association has consistently advocated the adoption by shippers of such packing and marking methods as would eliminate or at least reduce loss, damage or delays chargeable to their errors.

Members experiencing difficulty with respect to the preparation of their package or container in which their goods are tendered for transportation should communicate with the Traffic Bureau, which will take the matter up with the carriers to ascertain whether the trouble is in whole or in part chargeable to the shipper's method or whether the fault is due to the carrier's regulations or practices. In the latter event, the Traffic Bureau will endeavor to secure such remedies as the investigation discloses are necessary to secure relief.

Freight Service

Clyde Line Announces Semi-Weekly Sailings to Baltimore

The Traffic Bureau of The Merchants' Association has received a notice from the Clyde Steamship Company, Pier 36, North River, announcing the inauguration of semi-weekly freight service between New York and Baltimore, as follows

Effective Wednesday, October 12th, 1921, from New York, N. Y., and Saturday, October 15th, 1921, from Baltimore, Md., and thereafter on Wednesday and Saturdays, at 4.00 P. M., with steamers sailing from Pier 38, North River, New York City, and from pier at corner of Hughes and Henry Streets (N. Y. & B. T. Line Terminal), Baltimore, Maryland, arriving second morning thereafter, at Baltimore and New York, respectively. Clyde Steamship Company will inaugurate a semi-weekly freight service between New York, N. Y., and Baltimore, Md.

Freight will be received at New York, N. Y., and Baltimore, Md., daily, commencing Monday, October 10th, 1921.

Freight will be handled locally between Baltimore, Md., and New York, N. Y.; also in connection with Mallory Steamship Company and Morgan Line at New York, to Key West and Tampa, Fla., Mobile, Ala., New Orleans, La., and also, so soon as tariffs can be properly amended, to all points in Louisiana, West of the Mississippi River; Arizona, Arkansas, California, New Mexico, Oklahoma and Texas.

For further information as to rates, etc., apply to agents of this company.

HUGE FIRE LOSS LAST YEAR

The fire loss in the United States last year exceeded \$500,000,000. This nearly equals the loss of 1906, when San Francisco was burned after the great earthquake there.

NEARLY A MILLION IN CITY SCHOOLS

Registration of Pupils This Year Nearly 50,000 Greater Than the Registration of 1920

INCREASE BREAKS ALL RECORDS

The registration of pupils in the schools of New York City shows an increase of more than 50,000 over the registration of 1920.

Nearly a Million Enroll

A comparison of the figures shows a total of 909,658, as follows

Schools:	Elementary	Sept. 14, 1921	Sept. 15, 1920	June 30, 1921
(Inc. Truant)—	1921.	1920.	1921.	
Manhattan	390,522	275,880	277,488	
The Bronx	115,943	111,618	111,672	
Brooklyn	316,618	300,153	303,891	
Queens	74,466	70,653	70,583	
Richmond	18,850	17,918	17,905	
Total	816,899	776,111	781,536	
High	88,172	75,692	72,114	
Training	1,535	1,292	1,404	
Vocational	2,552	2,018	2,927	
All day schools	909,658	856,113	857,981	

The increase over September of last year in elementary schools is 40,288, the increase in high schools is 12,480, in training schools 243, and in vocational schools 534, making a total in all day schools of 53,545.

The greatest increase ever shown before was 36,000, in 1914; the average increase for the last nine years is 18,500 per annum, while the increase this year, being 53,545, shows the registration for September, 1921, to be 35,045 above the average.

In the elementary schools the registration this year over September last year is 40,388, while the increase in part time over the same period is 13,093.

The increase in part time in the high schools is 33,230, as compared with 22,638 in June and 6,495 in September last year.

FARM CROP VALUES

The total value of farm crops in 1919, excluding forest products and nursery and greenhouse products, was \$14,755,358, 407, according to the Fourteenth Census. The corresponding value of crops in 1909 was \$5,231,850,683, representing an increase of \$9,523,507,724, or 182 per cent, for the decade. This large increase in the value of farm crops is due, in part, to the fact that the prices of farm crops were unusually high in the year 1919.

QUARTER MILLION EARNERS IN CITY

**Census Bureau Finds Nearly Half
the Total Population Engaged
in Gainful Occupations**

MOST OF THEM IN MANHATTAN

There were 2,531,637 persons of 10 year of age and over engaged in gainful occupations in New York City in 1920, according to the Census Bureau. The number so engaged constituted 45 per cent of the total population, according to the returns of the fourteenth census. The total population of New York City was then 5,620,048.

Idleness Shows Increase

The census of 1910 showed 2,152,433, or 45.2 per cent of the population at that time gainfully employed. This indicates an increase of 0.2 of 1 per cent in the ratio of idle over the ten-year period.

Of the gainful workers of New York City in 1920, 1,838,541, or 72.6 per cent, were males and 693,096, or 27.4 per cent were females. The male gainful workers constituted 81.7 per cent of all males 10 years of age and over in 1920, as against 82.1 per cent in 1910, while the female gainful workers constituted 30.5 per cent of all females 10 years of age and over in 1920, as against 30.6 per cent in 1910.

Distribution of Workers

Of the gainful workers of New York City in 1920, 951,889, or 37.6 per cent were engaged in manufacturing and mechanical industries; 242,447, or 9.6 per cent in transportation; 392,532, or 15.5 per cent, in trade; 61,084, or 2.4 per cent, in public service; 168,375, or 6.7 per cent, in professional service; 306,067, or 12.1 per cent, in domestic and personal service; 401,434, or 15.9 per cent, in clerical occupations, and 7,919, or 0.3 per cent, in all other occupations.

Detailed Figures Later

It was announced that the figures given are preliminary general occupation statistics, collected a year ago, and that although they are subject to modification they are probably correct approximately. The number employed in each occupation probably will not be ready for publication before July 1 next. The delay is due to the fact that census

Unemployment

An appeal to business men and chambers of commerce the country over to give active support to the Emergency Program for the relief of idle workers, as advanced by the National Conference on Unemployment, is made by Mr. Joseph H. Defrees, President of the Chamber of Commerce of the United States and a member of the Conference.

Mr. Defrees especially urges that business men get behind the plan proposed by the Conference for the Mayors to organize local Emergency Committees in their communities. He asks them to offer the Mayors immediate assistance of the business organizations in order that the machinery of organization shall be speeded up on a national basis.

"Business," says Mr. Defrees, "has a very great responsibility in the situation. It furnishes employment. Business men in the communities should take the lead in cooperating with the Mayors in creation of the Emergency Committees and in working out constructive community programs for relieving unemployment in their vicinities.

"The situation cannot be met without proper organization. It is primarily a community problem. The local business man, through his business organization and individually, should make every effort to meet the situation in this City.

"The existing unemployment presents a real problem which must have immediate attention."

experts only recently began the tabulation of the occupation data and almost a year will be required to complete the work. Figures for the different Boroughs of New York City were:

Manhattan—1,116,835 persons were engaged in gainful occupations in 1920 of the age of 10 years and over, constituting 48.9 per cent of a population of 2,234,103. In 1910 the 1,139,973 gainful workers were 48.9 per cent of the total population. Of the workers employed 773,273 were males and 346,562 were females.

Brooklyn—861,648 were listed as employed, or 42.7 per cent of a population of 2,018,356; 646,739 were males and 214,909 females.

Queens—197,624 were employed, or 42.1 per cent of a population of 469,042; 150,652 were males and 46,972 females.

Richmond—47,434 were employed, or 40.7 per cent of a population of 116,531; 37,730 were males and 9,704 females.

The Bronx—308,096 persons were employed, or 42.1 per cent of a population of 732,016; 230,147 were males and 77,949 females.

EASY MONEY FOR SUBWAY CAN MEN

**"For the Soldiers" Never Fails to
Bring a Shower of Dimes and
Nickels from Passengers**

BUT WHERE DOES MONEY GO?

Prepared by the Bureau of Advice and Information of the Charity Organization Society

We are acquainted with the harvest of the field and the orchard, but few of us have realized that another harvest, real and copious, may be gleaned in the subways.

Short and Quick

But the man with the tin can knows. Your train rolls into the station and at that lull, instant with the stopping of the train, he calls out: "Ladies and Gentlemen, here is your opportunity to give for the aid of the ex-soldier. He went 'over the top' for you. He was wounded and gassed to save your home. Will you help give him a home now?" Hereupon two men start, one at each end of the car, and shake their cans as they proceed. "Help keep him out of the parks." The coins begin to drop in. "The nights are getting frosty." More coins. "Every dime helps to open the armories." A rattle of dimes. "This is your chance to pay him back." Still more dimes. By this time the two have reached the center of the car, the train has stopped and the cans move on to the next car.

It was short, it was quick, most people "care" about the ex-soldier and so it did the trick.

Where Does the Money Go?

To few, if any, will it ever occur that collectors of the kind usually receive from thirty to fifty per cent of the receipts, so only five cents out of the dime has any possible chance of ever benefiting the ex-soldier.

Members of The Merchants' Association who are appealed to in subway, on the train or elsewhere, will do well to determine the name of the organization appealing and just what it proposes to do. Disinterested reports regarding it may be secured through the Bureau of Advice and Information, 105 East Twenty-second Street. Gifts made in the light of these facts should be sent directly to the organization and not to a solicitor whenever one may happen to meet him.

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"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, OCTOBER 17, 1921

No. 37

Fight for Foreign Trading Zones Is Renewed

The Merchants' Association, Which First Originated the Idea of Establishing Free Zones in the United States, Endorses the Free Zone Bill Introduced in Congress by Senator Wesley Jones, of Washington, and Will Work for Its Enactment

The Merchants' Association, both on its own account and as one of the members of the National Free Zone Association, is renewing its fight for the establishment of Foreign Trading Zones in the ports of the United States.

Senator Jones' Bill Approved

In pursuance of this plan, Mr. S. C. Mead, on behalf of The Association, has written the following letter to United States Senator Wesley Jones, Washington, in support of the Free Zone bill which he has introduced in Congress:

"The Merchants' Association of New York is in favor of the enactment of S 2391, the bill introduced by you authorizing the inauguration and operation of Foreign Trading Zones in the ports of entry of the United States. The Association believes that the enactment of this bill in its present form is desirable, even though manufacturing in the Foreign Trading Zones is not specifically authorized.

Foreign Trade Committee Acted

"The Merchants' Association of New York will be glad to lend all possible assistance in your efforts to secure this legislation. We would appreciate a letter from you telling us the status of the measure and what we can do to aid in bringing about its enactment. Any suggestion you may send to us will be cordially appreciated."

Will Meet in Rome

The Council of the International Chamber of Commerce sitting in Paris has adopted the practice of the United States Chamber of Commerce for submitting questions at issue to a referendum of subsidiary organizations.

The Administrative Commission, of which Mr. Frederick P. Keppel, Administrative Commissioner of the United States Chamber of Commerce in France, is the American member, was instructed, on the suggestion of Mr. Edward A. Filene of Boston, to prepare the questions and suggest the procedure for the first referendum.

The next Congress of the International Chamber will be held in Rome in the middle of September, 1922. An Executive Commission of fifteen members was constituted under the amendment to the constitution of the Chamber adopted at the annual Congress of the Chamber in London last June.

M. Clementel of France is Chairman of the Executive Commission, and Mr. J. H. Fahey of Boston is the member for the United States. Spain and the South American members combined on one representative.

This letter was written after The Association's Committee on Foreign Trade, of which Mr. Lucius R. Eastman, is Chairman, had given careful study to the Jones bill. The Committee voted unanimously to recommend that The

Merchants' Association of New York approve this bill in its present form and that it give all proper support to efforts being undertaken looking toward its enactment. Senator Jones has announced his intention of bringing about the enactment of his bill as an amendment to the pending Fordney tariff bill, which is now before the Senate Finance Committee.

Senator Jones' Bill

Provisions and Application of the Free Zone Measure

An analysis and explanation of the Foreign Trade Zone bill introduced by Senator Jones, of Washington, have been made by Mr. Henry M. Robinson, formerly Commissioner of the United States Shipping Board and now a banker in Los Angeles.

First Proposed by This Association

The Merchants' Association first proposed the establishment of Free Zones in the ports of the United States for the promotion of foreign trade. It sent a representative to Europe to study the operation of Free Zones there and, upon his return, submitted his report to a referendum of its members which resulted in a declaration favoring Free Zones by a large majority of the members voting.

Other commercial organizations, particularly those of New Orleans and San

PROVISIONS OF SENATOR JONES' FREE ZONE BILL

Francisco, became interested and The National Free Zone Association was formed in the offices of The Merchants' Association to carry on the fight for Free Zones. Its President is Mr. Arthur McGuirk, of New Orleans.

Several bills have been introduced to carry out the free zone idea and Mr. Robinson's speech, which was delivered before the American Bankers' Association, in annual convention in Los Angeles, was devoted to Senator Jones's bill which, as amended, does not provide for manufacturing in Free Zones.

What the Bill Does

After pointing out that the Jones bill, as now amended, provides necessary machinery for the creation of foreign trade zones in, or adjacent to, American ports of entry, and authorizes the Secretary of Commerce to grant to States, municipalities and their legal subdivisions the privilege of establishing such zones, Mr. Robinson summarized the provisions of the bill, and pointed out that, whereas, under the terms of the bill, both foreign and domestic merchandise may be brought into a Free Zone and there be broken up, assembled, mixed with foreign or domestic merchandise or otherwise manipulated for re-export, direct manufacturing, as such, may not be carried on within the proposed districts—this in order to meet the wishes of interior communities and to allay their fears as to seaboard manufacturing competition.

No Payment Required

"Under the terms of this act," he continued, "no duty is to be applied to merchandise delivered from ship to wharf within a free zone unless some part, or all, of it is taken out for domestic consumption, at which time it will pass through the Customs House and be subject to regular duty.

"In other words, we may, within certain districts within our ports of entry, be a free trade nation and at the same time protect our own domestic markets from a flood of cheaply manufactured European and Asiatic goods.

"It is axiomatic that, for the protection of the American manufacturer, a method must be provided for the maintenance of a merchant marine which will carry abroad the surplus of American manufactured goods; otherwise, these goods must continue to back up upon our own markets and thereby reduce the earnings of our manufacturers,

the profits of our merchants and the earnings of American labor, itself.

Why Exporting Is Necessary

"There is appearing from time to time in certain publications the suggestion that most of our products are consumed at home and that only about one-seventh is available for export, and, hence, that our foreign trade is a relatively unimportant factor in our national prosperity.

"Accepting these figures as true, economists generally agree that a surplus is the controlling factor. Is it not, therefore, reasonable to assume that it is the backing up of our manufactured surplus and our inability to sell abroad that has brought about our unemployment situation?

"Since the beginning, any nation that has engaged, with any appreciable degree of success, in international commerce has been either on a free trade basis, or has maintained one or more Free Ports or Free Zones.

For National Defense

"For years, however, we, as a Nation, have maintained a high tariff, and most of the time a very high protective tariff, and, for half a century our flag has been a comparative rarity upon the seven seas.

"Came the Great War, and demonstrated beyond cavil the need for the maintenance of a merchant fleet, if, in time of war, the Nation is to be protected—and this, whether the war be military or economic.

"The Great War also demonstrated fully the interdependence of peoples and nations—and their dependence upon world trade.

"Since the maintenance of a merchant fleet is obviously predicated on world trade, it is evident that a high protective tariff, world trade, the maintenance of a merchant fleet with the financial and commercial accompaniments of those operations, are inconsistent, but experiences of European nations show conclusively that a modification of this inconsistency can be brought about without definite injury to the principles involved in a protective tariff.

Protection and Foreign Trade

"In fact, if the feeling continues to grow that we should engage in world trade and maintain a merchant fleet, as a necessary corollary, the principle of protection must, of necessity, be

greatly modified, unless some method is devised that will permit a world trade of merchandise in and out of our important ports of entry without the delays and expense attendant on our present methods of operation.

"It is true that under the present law imported merchandise may be impounded in bonded warehouses and withdrawn for transshipment, or may be impounded, withdrawn and manufactured and then transhipped in foreign trade with a drawback of the customs paid. This plan was intended to meet the needs of world trade, but is nearly inoperative and utterly fails of accomplishing the main purpose, in that the time consumed in vessel delays and in the unwinding of red-tape militates against such an operation.

Would Minimize Port Delays

"If it be true that the cost of operation of our merchant ships is to be greater than that of the important competing nations, some method must be devised to balance that cost, and the greatest waste in the shipping business is loss of time in ports, due to the administration of complex laws and regulations—regulations, within the provinces of many different departments.

"In other words, the elimination of port delays would be of tremendous economic advantage, for it is recognized that successful ship operation depends, to a great degree, on keeping the ship at sea.

"A Free Zone would permit the prompt unloading of a ship within the boundaries of the Zone without any of the long delays that grow out of the Customs regulations. If any part of the cargo is intended for domestic consumption, this merchandise will be passed from the Zone through the Customs House instead of holding the ship until all the merchandise is checked and customs paid.

Cost of Operation

"It is to be recognized that ships other than those under our flag will have the same advantage in our ports, but it is fair to assume that ships under our own flag, through a period of time, will touch more often at our ports than ships under other flags, and, to that extent, at least, there would be a factor for improvement in the cost of the operation of American vessels.

"Another great advantage in the operation of our marine would be the fact that so-called 'triangular voyages' could be made and cargoes moved to

THIS ASSOCIATION ENDORSES JONES BILL

our ports, only a part of which would be intended for domestic consumption.

The Shipping Problem

"The problem of American ships has been that, while we have merchandise for export shipment, only too often it is necessary for the ships to return in ballast. The British, a free trade nation, on the other hand, until recently have been able to fill their unoccupied space in their outward bound ships with coal for foreign countries, and for bunkering, returning with cargoes of commodities from foreign countries—cargoes partly for home consumption and partly for transshipment to other countries—transshipments made without any regulatory practices that result in serious delays. This, too, because of Free Port Zones, was equally true in the case of Germany before the war.

Favored by Shipping Men

"The establishment of Free Zones for America has been under discussion for many years. Shipping men, naturally, have been strongly in favor of it. They take the position that the principal advantage to the merchant ships is the ability to bring in full cargoes, or at least larger cargoes than present conditions allow, the bulk of which will be for transshipment in American bottoms to other ports in connection with shipments of domestic merchandise.

"Should the Jones bill become law, our protection principle will be conserved, because, otherwise, the belief that we should engage in foreign trade may, in the course of time, result in a marked modification of our tariff laws, and this may not be necessary if we can maintain our foreign trade and our merchant marine through the medium of these Free Zones.

Applies to All Ports

"Originally the propaganda for Foreign Trade Zones, free from Customs duty, was limited in its discussion to about three ports on the Atlantic Coast and one or two on the Pacific. The bill as presented, however, contemplates the possibility of the establishment of Foreign Trade Zones in each of the important ports of entry. This is a great stride in the right direction, for, if all of this foreign transshipment were to be done in the ports of New York, Philadelphia and New Orleans, and in only one or two ports on the Pacific, the congestion of traffic to and from these ports would place an additional burden

on rail terminals already overloaded, and would result in an uneconomic transportation with the back country of merchandise intended for domestic consumption.

"In other words, a fairly general distribution of these Free Zones should be advantageous to the whole people and not of unfair profit to a limited number.

"Another thing, it is only through the adoption of a Free Zone policy that the protectionist, the ship operator and the foreign trader can meet on common ground, and really all that the Jones bill is attempting to do is to carry out scientifically what we are now doing most unscientifically through our bonded warehouses."

NEW CONVENTIONS

Events Secured for New York City During September

During the month of September the Convention Bureau of The Merchants' Association secured the following conventions for New York City:

National Association of Brass Manufacturers, December, 1921.

Shoe Polish Manufacturers' Association, December, 1921.

New York Wholesale Grocers' Association, February, 1922.

National Association of Men's Straw Hat Manufacturers of America, March, 1922.

American Guild of Banjoists, Mandolinists and Guitarists, April, 1922.

General Assembly of Spiritualists, June, 1922.

Catholic Benevolent Legion, New York State Council, July, 1922.

American National Association of Masters of Dancing, August, 1922.

Improved Order of Red Men, New York State, August, 1922.

American Numismatic Association, August, 1922.

National Association of Retail Clothiers, September, 1922.

National Association of Men's Apparel Clubs, September, 1922.

Knights of Pythias, Supreme Lodge, August, 1923.

Convention Changes

The Convention Bureau of The Merchants' Association announces the following changes in the list of October conventions published in the September 26th issue of "Greater New York":

Volunteers of America, Directors' Meeting, listed October 17, postponed to October 24.

Automobile Salon, listed October 17, to be held November 27-December 4.

DIRECTORS ELECT FOURTEEN MEMBERS

Leading Houses and Firms Are Added to the Membership of The Merchants' Association

ACTION TAKEN LAST THURSDAY

The following persons, firms and corporations were elected to membership in The Merchants' Association by the Board of Directors last Thursday:

Alban, John A., and Company, Incorporated, Mr. J. A. Alban, Treasurer, 48 New Bowery—Importers of Food Products.

Atwater and Clarke, Mr. Roger H. Clarke, 56 Wall Street—Lawyers.

Choate, Larocque and Mitchell, Mr. Joseph Larocque, 40-42 Wall Street—Lawyers.

Cohen, Cole and Weiss, Mr. Arthur J. Cohen, 61 Broadway—Lawyers.

Haines Brothers Corporation, Mr. Frederick W. Haines, President, 533 Fulton Street, Brooklyn—Tailors to the Trade.

Kossovsky, Mr. Wolf, 267 Bowery—Glassware and Enameled ware.

Landau, Joseph, Company, Mr. Joseph Landau, 119 West Twenty-third Street—Manufacturers of Petticoats and Bloomers.

Maltz and Schutzberger, Mr. Jack J. Maltz, 626 Broadway—Jobbers Millinery.

Monowatt Electric Import Company, Incorporated, Mr. Paul F. Altschul, President, 336 Canal Street—Jobbers of Electrical Supplies.

Nicols, George, and Company, Mr. William H. Doremus, 212 Fifth Avenue—Mill Agents, Carpets and Rugs.

Patterson, Mr. Charles E., Vice-President, General Electric Company, 120 Broadway—Electric Apparatus.

Roe, Mr. Murray H., Hafner-Roe Realty Company, 147 East Eighty-sixth Street—Real Estate and Auctioneers.

Schwartz and Ehrenreich, Mr. Max J. Schwartz, 115 West Twenty-seventh Street—Manufacturers of Evening Dresses.

Wilson, O. C. and K. R., Mr. Percy R. Wilson, Treasurer, 78 Dey Street—Ship Chandlery.

FARM LANDS IN NEW YORK

The farm area of New York State was 23,750,000 in 1880. It is now approximately 22,000,000 acres.

Asks for Sales Tax but Condemns Smoot Bill

This Association Renews Its Demand for a Federal Tax on Sales to Take the Place of Onerous Taxes on Business, but Finds That the Sales Tax Amendment Urged by the Utah Senator Would Lead to Complications—Other Tax Features

The Merchants' Association renews its advocacy of the Sales Tax in approving a report made to its Board of Directors last Thursday on pending Federal tax legislation by the Committee on Taxation and Public Revenue, of which Mr. Henry Ives Cobb is Chairman.

Report of the Committee

The report of the Committee, as presented to the Directors, was as follows:

"We report as follows on various details of taxation:

I

Taxation of Foreign Traders

"The Foreign Trade Committee has requested that The Association approve and support new provisions of the Revenue Bill (Sec. 200, Subdivs. 4 and 5) which define the terms 'Foreign Trader' and 'Foreign Trade Corporation' and makes taxable only their gross income from sources within the United States (Sec. 213 (c)) as determined under the provisions of Sec. 217.

"These provisions and exemptions have been concurred in by both the Senate and the House Committees.

"We recommend that they be approved and supported by The Association."

II

Charitable Contributions by Corporations

"The House voted to allow corporations to deduct from their net incomes, charitable gifts in the aggregate not exceeding 5 per cent of such net income. The Senate Committee rejected this provision.

"We recommend that The Association advocate its restoration."

III

Proposal to Tax Bill-Boards and Signs

"We recommend that no action be taken."

IV

Proposed Tax on Hotel Rooms

"Sec. 907 (a), added by the Senate Finance Committee prescribes a tax of 10 per cent on hotel charges in excess of \$5 per day per room if for one person, or \$8 per day if for more than one person,

"We recommend that this be opposed."

V

Amendments Proposed by Senator Smoot

"We have made a careful study of the amendments to the pending Revenue Bill, proposed by Senator Smoot.

"The Merchants' Association of New York is already definitely committed by vote of its Board of Directors, based upon Committee reports, to the following propositions:

"1. The simplification and equalization of taxation involving the abolition of a large number of miscellaneous taxes and the consolidation of taxation into a few main sources of revenue with substantial equality of application to all classes.

"2. Immediate repeal of the excess profits tax.

"3. Repeal of the war taxes on business and the substitution of a sales tax at a low rate on all business transactions to replace revenue lost by repeal and shrinkage.

Pledge Not Fulfilled

"The bills now pending in Congress do not accomplish any of these purposes despite the pledge of the Republican party prior to the election to simplify and equalize the taxing system.

"Senator Smoot's proposals concur with those of The Association as to the repeal of war taxes, and the consolidation of taxation into a few main sources of revenue. He does not, however, propose a sales tax upon all business transactions, but only upon a limited class of business transactions, namely, a tax of 3 per cent 'upon every commodity manufactured or produced when sold, leased, or licensed for consumption or use without further process of manufacture.'

Impossible to Distinguish

"In our opinion the difficulties of distinguishing between commodities sold for consumption and those subject to further manufacture are so great as to be practically insuperable. For example textile products are in part distributed to ultimate consumers in the form in which they leave the mills; and in part to other manufacturers for further processes of conversion, such as

manufacture into clothing. That part of the product which follows the first channel would be subject to taxation when sold by the textile manufacturer; that part which follows the second channel would not be subject to taxation at that point but only after final conversion and sale.

"It would be practically impossible for the manufacture of cloth to ascertain the channel through which his product would be distributed; how then could textiles be taxed in accordance with the Smoot amendments?

Steel and Iron

"The case of steel or iron is still more difficult. It is impossible to follow all the ramifications of their distribution or frequent conversions in form, and as a result, a large part of the production would escape taxation.

"Similar conditions obtain in very many industries; and because of them it would be practically impossible to make any safe forecast of the amount of revenue derivable from so confused and uncertain a source.

"It would be most unwise to abandon definite and dependable sources of revenue for other sources whose extent and yield are indeterminable.

Complications Would Result

"Endless complexities of administration would necessarily arise from the conditions outlined, and complication instead of simplification would result.

"The Smoot amendments will not carry out the policy approved by the Directors. In place of substituting a universal and simple tax for a number of taxes, Senator Smoot proposes a tax which is neither universal nor simple, but on the contrary is restricted, complicated, and obscure, and of very uncertain revenue-producing capacity.

"For these reasons, while we commend the repeals proposed by Senator Smoot, we cannot approve the form of sales tax which he offers. We believe that if a sales tax be adopted, it should apply at a low rate to all transfers."

The Directors approved the report after full discussion, excepting the recommendation under III that no action be taken on the proposal to tax bill-boards, which was not approved.

Praise for Merchants' Association's 1921 Record

Other Commercial Organizations, Both in New York City and Outside, Express Their Admiration for Its Work and Methods in Acknowledging Receipt of the Year Book Just Issued—Find Useful Information in "Greater New York"

Following are extracts from letters from other commercial organizations acknowledging receipt of The Merchants' Association's Year Book for 1921:

Finds Useful Information

Andalusia Chamber of Commerce, Andalusia, Alabama: "We greatly enjoy reading your annual reports. Also 'Greater New York.' Both contain lots of useful and valuable information to a Commercial Secretary."

The Enid Chamber of Commerce, Enid, Oklahoma: "Your Book is very valuable to us in that it is constantly in use as a reference book among our merchants."

Bangor Chamber of Commerce, Bangor, Maine: "We regard this as one of the most valuable year books in our library, and we frequently turn to it for information."

New Rochelle Chamber of Commerce, New Rochelle, New York: "'Greater New York' particularly valuable to us because we are 'almost' a part of New York City, and we believe some day we will be a part thereof."

Compressed Gas Manufacturers' Association, Incorporated, New York City: "The Year Book is up to your usual standard, which could not be higher."

Chamber of Commerce, Incorporated, Hamlet, North Carolina: "We fellows in the small places not only get ideas from reading what is being done in the larger cities, but inspiration."

The Chicago Association of Commerce, Chicago, Illinois: "The Year Book has just come to hand. I wish to take this opportunity to compliment you on a very high-class publication."

Gets New Ideas

Hannibal Chamber of Commerce, Hannibal, Missouri: "I received copy of your Year Book, and have gone over it enough to know I will find some new ideas and information which will be helpful to us in our little organization in Hannibal."

Grand Rapids Association of Commerce, Grand Rapids, Michigan: "We have received these reports for several years and are always interested in them. Furthermore, we are specially interested in the weekly bulletin which you publish

CONCORDIA CHAMBER OF COMMERCE

Concordia, Kansas, October 6, 1921.

The Merchants' Association of New York, 233 Broadway, New York City.

Gentlemen: Your 1921 Year Book arrived, and found it to be very interesting and elaborate. The writer got so interested in it last Sunday morning that we missed going to church.

Accept our thanks for this book, and if there is anything else we can do for you do not hesitate to ask us.

Yours very truly,

THE CONCORDIA CHAMBER OF COMMERCE,

J. C. Bock,

Secretary.

and mail to us. The writer has personally and frequently received many valuable subjects from both your annual report and weekly bulletin."

Griffin and Spalding County Board of Trade, Griffin, Georgia: "We esteem 'Greater New York' the best publication of its character in the country. We have gained inspiration and new views in many topics from its pages and some times pay you the compliment of disagreeing with you."

Gets "Authentic Information"

Denison Chamber of Commerce, Denison, Texas: "We find your weekly publication, also your Year Book, both interesting and instructive. From these publications we get authentic information that is useful."

New Bedford Board of Commerce, New Bedford, Massachusetts: "We are pleased to acknowledge receipt of your Year Book for 1921. We look forward each year to receiving this report, which always contains much valuable information."

Lebanon Chamber of Commerce, Lebanon, Pennsylvania: "We appreciate indeed the opportunity of receiving your publications, since they always contain much valuable information on many propositions, not only which affect us

locally, but which are of national importance."

Rochester Chamber of Commerce, Rochester, New York: "Both publications are useful to us, and we believe especially high grade."

Eastern Supply Association, New York City: "We congratulate you on your record for the past year. New York City is fortunate in having an organization like The Merchants' Association."

Best of Its Kind

Manufacturers' News, Chicago: "We consider your publication the best of its kind in the country. It is not only valuable locally, but of general national interest."

Watertown Chamber of Commerce, Incorporated, Watertown, New York: "We certainly appreciate receiving these publications, and find that they are of great interest to our membership."

Association of Commerce, Manitowoc, Wisconsin: "'Greater New York' contains much valuable information—valuable anywhere, uplifting to any man."

Board of Trade, St. Augustine, Florida: "Many New Yorkers visit St. Augustine every winter, and many of our residents visit New York every summer, so find the Year Book useful as a reference. The weekly publication is helpful in many ways."

Carefully Read

Troy Chamber of Commerce, Troy, New York: "No publication is more carefully read than 'Greater New York'; the Year Book is used chiefly as a reference volume."

Aberdeen Chamber of Commerce, Aberdeen, Washington: "These publications are read with much interest and are given a valuable place in our library."

Albuquerque Chamber of Commerce, Albuquerque, New Mexico: "We have found your publication 'Greater New York' of much interest and look forward each week for its appearance. The Year Book is of much interest and help to our members and citizens of Albuquerque, who consult it almost daily."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE MERCHANTS' ASSOCIATION'S FIGHT FOR FOREIGN TRADING ZONES IS RENEWED

The project of establishing Foreign Trading Zones in the ports of the United States was first proposed by The Merchants' Association before the World War. When the project was laid before the members of The Association in the form of a "Free Port" referendum, it was approved by a large majority and steps were immediately taken to bring it to the attention of Congress and the Federal officials.

The idea proved so popular that other ports took it up and the result was the formation two years ago of the National Free Zone Association, which was created at a conference held in the headquarters of The Merchants' Association and participated in by representatives of commercial organizations from seaboard cities of the United States.

This Association has joined others in endorsing the bill introduced by Senator Jones, of Washington, providing for the establishment of Free Zones in United States ports. These Zones do not in any way affect the tariff policy of the country but merely provide a space where foreign merchandise may be brought in and re-exported without the payment of duty. If any of this merchandise, either of itself or mingled with domestic merchandise, is removed from the Free Zone excepting for the purpose of re-exportation, it must pay the regular rates of duty.

A great advantage of these Free zones is their usefulness in building up foreign trade. A multitude of examples might be given and one of these, used by the President of the National Free Zone Association, may be cited.

It is said that 20 per cent of the world's raw furs are fit for the American market after they have been treated. These raw furs are assembled in bales and if an American importer should purchase them in their raw state, he would be compelled to re-export 80 per cent of them for consumption elsewhere, there being no demand for them in this country. Under the existing or prospective tariff laws, this would prove

to be an expensive and vexatious business. The result is that the world's fur market is in London, a free port, where the mixed furs can be brought in, separated, treated, and re-exported in accordance with demand.

This Association has notified Senator Jones of its determination to support his bill and it will leave nothing undone to procure its enactment into law.

UNEMPLOYMENT IN NEW YORK CITY

Investigation made by Federal agencies places the number of unemployed in New York City at 389,400. The President of the United States, acting upon the recommendation of the Unemployment Conference recently called by him in Washington, has appealed to cities and other municipalities to use every means to find employment for idle workers. The Chamber of Commerce of the United States has requested The Merchants' Association and its other member organizations to induce their members to employ as large a number of men as possible.

This Association is making an investigation through its Industrial Bureau of the methods used by members operating industrial plants to keep their employees at work. This investigation discloses the fact that employers in New York City, speaking generally, have been mindful of the hardships arising from unemployment and have adopted such measures as seem feasible to keep their employees upon the payroll.

Some of them report that they have cut down their profits and are even selling at a loss in certain lines of product in order to keep their plants going.

One firm writes that during the business depression it has adopted shorter working days and shorter weeks in order to care for certain of its employees and that it has arranged its employees in groups, giving each group employment in turn.

It appears from the results of the inquiry that employers are by no means indifferent to the unemployment crisis and that they themselves are not occupying beds of roses.

BUSINESS MEN REVIEW THE SITUATION IN EUROPE

Committee of the Chamber of Commerce of the United States Finds that this Country Is Expected to Go to the Relief of War-Sick Nations—Stable Conditions Needed

An important review of the situation in Europe with relation to this country has just been made by a Committee of the United States Chamber of Commerce consisting of Mr. Joseph H. De Frees, Chairman, President of the Chamber of Commerce of the United States and a Director of the International Chamber of Commerce; Mr. Silas H. Strawn, Chairman of the Board of Directors of Montgomery Ward and Company; Mr. R. P. Lamont, President of the American Steel Foundries Company, and Mr. John J. O'Connor, Manager of the Finance Department of the Chamber of Commerce of the United States.

The Merchants' Association was one of the founders of both the National and the International Chamber.

Report Made to National Chamber

This Committee was appointed at the close of the recent convention of the International Chamber of Commerce in London. The report is made to the Board of Directors of the National Chamber.

The Committee reports a general desire among the countries of Western and Central Europe for the assistance of the United States. It says:

"In every country visited the opinion was expressed that neither Western nor Central Europe can be restored to a condition which promises hope and progress for the future without our assistance. Every country desires our friendship and assistance, and it is apparent we can participate in the restoration of commercial and industrial productivity on any reasonable and consistent terms, either by modification of the Versailles treaty to meet the policies of the United States, or independently of it."

Conclusions of the Committee

The conclusions of the Committee are given in the report as follows:

A heavy financial burden is involved in continuing the armies of occupation, but the removal of this load depends on some effective plan for the maintenance of peace, on which the nations shall unite.

The United States and the Allies should present a solid front in demanding that Germany make good in the matter of reparations.

The United States should participate

in the work of the Reparations Commission and in the work of the other Commissions now existing or to be created which may deal with economic and financial questions which affect the United States.

An international commission of business men should aid the Reparations Commission in working out difficult financial problems concerning reparations.

The Army of Occupation

The United States should not withdraw at this time her army on the Rhine.

The world is operating on a basis of less than one-half of the pre-war standard.

The consumption of 300,000,000 persons is reduced to 30 per cent of normal.

The stronger nations cannot advance credit to relieve the situation unless there is assurance of stable conditions.

Peace is not yet established, three years after the armistice.

The present German Government is trying to meet the required reparations payments.

If the opposition gets control in Germany and attempts to evade or repudiate the reparation settlements a crisis will be precipitated which will be a still further menace to peace.

France Needs Protection

France and other countries bordering on Germany need protection against future attacks.

Financial aid cannot be extended to Germany to enable her to purchase raw materials with which to manufacture goods for the purpose of paying her obligations unless she has a strong central government.

"To-day the world's business apparently has reached a dead center," says the committee. "It may move forward from the present point of slow, painful and uncertain steps with the result that the process of reconstruction will extend over many years. How long such movement would continue, it is impossible to forecast. No one was able to approximate the length of the most destructive war in history, and no one is wise enough to foresee how long the present condition of doubt and insecurity with its inevitable suffering and social disturbances may last."

Foreign Trade Essential

"Only by gaining the confidence of in-

vestors can the credit and capital necessary to insure normal business in the world be mobilized and used. Only the free exchange of commodities between the countries in constantly increasing volume can bring normal life to the people and the conditions they knew before the war.

"The United States is regarded as the most powerful country in the world, commercially and financially. Its reputation for integrity and fair dealing is well established. In every country your Committee visited and in almost every conference in which it participated, irrespective of the occupation, official position or social status of the persons met, the opinion was expressed that neither Western nor Central Europe can be restored to a condition which promises hope and progress for the future without our active assistance.

"Possessing as it does great quantities of raw material and manufactures which it wishes to exchange with other nations, the interest of the United States in accelerating a return to world prosperity is vital.

Must Participate in Settlement

"The fact is not debatable that after the part we have taken in the late war we cannot refrain from actively participating in the settlement of the economic and financial difficulties now confronting the world.

"Every country desires our friendship and assistance and it is apparent we can participate in the restoration of commerce and industrial productivity on any reasonable and consistent terms, either by modification of the Versailles treaty to meet the policies of the United States, or independently of it.

"Doubtless it was the realization of our moral as well as of our financial and commercial responsibility in relieving the world's depressed condition that caused the President to call the proposed conference in Washington to consider the reduction of armaments.

"Any student of world affairs cannot escape the conclusion that each of the nations, including the United States, cannot continue to expend so large a part of its entire revenue, derived from taxation which is now almost unbearable, in preparation for future war, if the present civilization is to continue. To peace and to the restoration of the

NATIONAL CHAMBER GETS REPORT ON WAR WRECKAGE

world's economic balance we must give our attention."

Consumption Reduced One-third

The Committee treats at some length the slow-down in the production and distribution of goods in European countries.

"There are no dependable figures to measure the great decline in consumption," it says, "but European economists, whose opinions are highly regarded, declare that the consumption of more than 300,000,000 persons has been reduced on the average to almost 30 per cent of what it was previous to the war. There is a great need of raw materials, food, clothing and all kinds of manufactured materials. Millions want the commodities which others could supply. They are unable to buy because their money is so reduced in value that it has little buying power. Every purchase at the present high rates of exchange means payment at prices that are nearly prohibitive. This means the issue of more paper money and consequently causes a further contraction of the already limited buying power."

Stable Conditions Needed

The currencies of the countries affected, the Committee asserts, cannot be very much improved or exchanges put on a proper basis with aid in the form of loans. It says:

"The credit and capital of the stronger nations cannot be employed in amounts sufficient to overcome the present crisis without assurance of settled conditions. In every country the Committee finds unanimous agreement that confidence does not exist because peace is not established. It seems apparent that business in Europe has come to a definite pause and is not likely to resume the movement forward until the armed conflicts which still persist there are stopped, and the menace of recurring warfare is removed."

Among the bankers and business men visited, the Committee found the general belief that the establishment of peace and the restoration of confidence is impossible without the wholehearted cooperation of all allied, neutral and former allied countries.

German Campaign Against Payment

The report expresses the belief that many of the German people believe Germany must pay for the damage her armies did and that the government now in power and its supporters are con-

scientiously trying to solve the problem, and meet the required payments.

"There is, however," says the Committee, "an unfortunately large number of representative industrial and financial interests who refuse to regard the amount of payment arrived at as final. They insist on the inability of Germany to pay and campaign persistently against government leaders. They are supported by the monarchists and militarists. If these groups should secure ascendancy, even temporarily, and should attempt to repudiate or evade the reparations payments it is inevitable that a crisis would develop which would be a further menace to peace."

"The danger of such an occurrence requires that the United States and the Allies shall at all times present a solid front and thus carry conviction that escape from reasonable demands will not be permitted. Unless these nations thus act in concert France will be impelled, in self-defense, to use military pressure, as she has in the past."

The Indemnity

The Committee does not express an opinion as to whether Germany can pay the amount of indemnities fixed. It declares this must depend in large measure on the promptness with which the normal business of the world is restored, Germany's success in securing outside financial assistance and her capacity to put her fiscal affairs in order. The Committee has the opinion, it says, of some of the best of the German leaders that it can be paid and that every effort will be made to pay it if Germany is given a reasonable chance.

Since loans between the governments seem no longer feasible, financing in connection with reparation bonds and payments, the Committee says, becomes the problem of private business. The Committee, therefore, is of the opinion that an organization representative of the financial and business interests of the leading countries should be constituted to work continuously with the Reparations Commission in dealing with this and other great financial questions to be faced during the next ten years.

"In the absence of international machinery to meet this need," says the report, "business uncertainty will continue and it will remain impossible for bankers or business men to plan intelligently for the future. On no country is the present exchange situation reacting more harmfully than the United States and none is more concerned with efforts

to improve it and to deal with the problem involved in the reparations payments."

Withdrawal May Make Trouble

The Committee declares its belief that there is in the United States little appreciation of the importance to this country, as well as to Europe, of the presence of United States troops on the Rhine.

"If the United States," says the Committee, "were to withdraw its troops, the important section it controls undoubtedly will have to be occupied by French troops. France would then be obliged to maintain forces along the entire length of the line, with the exception of the short sectors where the British and Belgians are in control. The feeling between the German and French people is intense. After long delays and many evasions by Germany, France forced upon that country the realization that she was prepared to occupy so much of Germany as was necessary to insure compliance with the disarmament provisions of the Peace Treaty, and the payment of the indemnity. French action has been vigorous and it is apparent that during recent months the hatred which attached particularly to the French Army has not diminished. If the American forces on the Rhine are now taken away, and the French administration necessarily extended, a great modifying influence will be removed, and the possibilities of further trouble increased."

Germany's Rehabilitation

The Committee goes into the subject of security for the countries bordering on Germany, concluding that guarantees must be given. There is no dissent in Europe, says the Committee, that if Germany pays the indemnity she must again show great industrial strength. Such a Germany would be a great potential military power. France does not propose to take any chances in the future. She insists on payment for damage done to French territory. At the same time she does not consider that there is sound reason why the present German republic should continue. Other countries also bordering on Germany believe it would make for continuous peace if Germany were broken up and rendered impotent for military action in the future.

Germans Must Have Peace

The Committee in its report seems to question the wisdom of this view and says: "Germany cannot pay unless she

BUSINESS MEN REPORT ON WAR-TORN EUROPE

produces at her full capacity and has opportunity to sell. She cannot so produce without raw materials greatly in excess of the quantity she now obtains. It is practically impossible for her to procure the requisite raw materials, a large portion of which she must import from other countries where the exchange is against her by a wide margin, unless she can obtain credit and her government fiscal system is placed on a very much better basis than at present.

"Greater financial aid will not be extended to Germany by other countries in the measure necessary unless she can pursue her rehabilitation in peace and there is confidence that a secure central government will be maintained within the German Republic. If there is the constant possibility of breakdown and dismemberment of that state, it is next to impossible for Germany adequately to be financed."

NEED 2,000 VOLUNTEERS

By the Honest Ballot Association to Prevent Frauds in Coming City Election

The Honest Ballot Association is organizing for the tenth consecutive year to prevent fraud at the polls during the coming election. The mayoralty elections in New York City have in general been very close. This one may be no exception. It is consequently of the utmost importance that fraud be prevented and that each voter's ballot shall be counted as he casts it, and not be offset by a falsely registered vote or voided after it has been cast.

The Honest Ballot Association requests the members of The Merchants' Association to aid in the fight for a clean election. Qualified voters are needed to act as watchers on Election Day, November 8, from 6 A. M. to 6 P. M. or during the counting of the ballots. Automobiles are also needed to maintain quick communication between general and local headquarters, and between local headquarters and the watchers.

Full information can be obtained from the office of the Honest Ballot Association.

"LEBANON"

The Chamber of Commerce of Lebanon, Pennsylvania, is issuing monthly an official bulletin entitled "Lebanon,"

FINDS MATERIAL IN "LABOR REVIEW"

Protest Is Made Against the Abolition of Useful Gov- ernment Publication

CONTINUANCE IS REQUESTED

The Merchants' Association favors legislation to permit the continued publication of the "Monthly Labor Review," which is a medium through which the United States Labor Bureau distributes valuable information.

Recommended by Industrial Committee

This action was taken at the suggestion of The Association's Committee on Industrial Relations, of which Mr. E. K. Hall is Chairman. The reasons are set forth in the following memorandum from the Industrial Bureau:

"At the last meeting of the Committee on Industrial Relations, the Committee considered H. R. 7787, a bill introduced by Mr. Nolan to authorize the Department of Labor to continue the publication of the 'Monthly Labor Review.' A copy of that bill is attached hereto.

"The Committee recommends that the Board of Directors favor this measure by taking such action as it deems wise.

Suspended for Economy

"Unless this bill or a similar one is enacted through law, the publication of the 'Monthly Labor Review' must cease after December 1, 1921. This is pursuant to a clause in the Sundry Civil Appropriation bill, approved March 4, 1921, which discontinues all such publications as the 'Monthly Labor Review' after December 1, unless specific authorization for their continuance shall be secured from Congress.

"The 'Monthly Labor Review' is prepared by the Bureau of Labor Statistics and has been published by the Government for something more than six years. It is the most comprehensive and authoritative source of information concerning such matters as prices and the cost of living, wages and hours of labor, industrial accidents, and all kinds of labor legislation.

"There are various other agencies making reports covering some of these items, but such agencies for the most part are partisan in their nature, controlled either by employers or by labor leaders, and their reports are issued in

many cases for propaganda purposes and cannot be said to be free from bias.

Charge Is Made for "Review"

"The 'Monthly Labor Review' is used constantly in the Industrial Bureau as a source of information for the answering of current inquiries.

"For some time past a charge of fifteen cent per copy or \$1.50 per year has been made for the 'Review,' thus meeting a large part of the cost of publication.

"In view of these facts, the Committee on Industrial Relations was of the opinion that the discontinuance of the publication of the 'Review' would shut off a source of specific and detailed information such as is becoming more and more necessary to an intelligent understanding and rational handling of the problem of industrial relations, and recommends therefore, that The Association favor the proposed legislation to secure its continuance."

CRIMINAL CHAUFFEURS

This Association Urges More Careful Scrutiny of Applications for Licenses from the City

The Board of Directors of The Merchants' Association on Thursday adopted the following resolutions demanding a more careful scrutiny of applicants for taxicab licenses so that such licenses shall not in future be issued to criminals:

"Whereas, Testimony given before the Meyer Legislative Investigating Committee shows that licenses as taxicab drivers have been issued to a large number of persons previously convicted of crime so that numerous taxicabs now operating in the City with official permission are driven by men with criminal records, whereby the public safety is greatly endangered; and

"Whereas, It is alleged that many of these licenses have been granted without the previous investigation contemplated by law, whereby numerous improper persons have been permitted to act as taxicab drivers without previous ascertainment by the licensing authority of their fitness; and

"Whereas, In numerous cases the criminal records of applicants for licenses would readily have been ascertained by suitable inquiry, such criminal records being in many cases in the possession of the Police Department;

"Resolved, That The Merchants' Association of New York emphatically denounces a system of administration which not only fails to prevent, but seemingly connives at the licensing of convicted criminals as authorized taxicab drivers;

"Resolved, That this Association demands prompt and rigid investigation adapted to identify all holders of taxicab drivers' licenses who have hitherto been convicted of crime, and therefore disqualified from such occupation, and that the licenses of all such persons be summarily revoked."

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

STANDARDS FOR USE IN FOREIGN TRADE ENDORSED

This Association Approves Forms for Letters of Advice, Credit Advices, Letters of Credit, and Circular Commercial Letters of Credit—Uniformity Desirable

The Merchants' Association has given its approval to forms to be used in foreign trade, including standards for Letters of Advice, Credit Advices, Letters of Credit and similar commercial letters of credit. This action was taken by the Board of Directors at its meeting last Thursday upon the recommendation of The Association's Foreign Trade Committee, of which Mr. Lucius R. Eastman, is Chairman.

Report of Foreign Trade Committee

The report of the Foreign Trade Committee, as submitted to the Board of Directors, was as follows:

"During the month of May President Morgan appointed three representatives of The Merchants' Association of New York to meet in conference with representatives of other organizations to study the possibilities, and the means of bringing about, the standardization of terms commonly used in letters of credit relating to international business."

The conference was made up of representatives of the following:

The National Foreign Trade Council
American Manufacturers' Export Association
American Exporters' and Importers' Association
Chamber of Commerce of the State of New York
National Association of Credit Men
American Acceptance Council
Irving National Bank
First National Bank of Boston
The National City Bank of New York
Guaranty Trust Company
Federal Reserve Board, Division of Analysis

The Merchants' Association of New York.

"After repeated conferences the special committee appointed by Mr. Morgan presented its report to your Foreign Trade Committee and recommended the adoption of the forms agreed upon by the conference.

"At a meeting of your Foreign Trade Committee held on October 5, 1921, the forms recommended by this special committee were carefully considered and approved. The Foreign Trade Committee believes that much of the confusion and misunderstanding arising from the use of different terms and from different in-

terpretations of the same terms, in letters of credit will be avoided if these standard forms come into general use. The forms are, of course, merely suggestive and may be modified to any extent agreeable to the parties at interest. The fact that leading banks were represented at the conference which drafted the forms in question indicates that they will be acceptable to the banking as well as the commercial interests.

"The following resolution was unanimously adopted by the Committee:

"Resolved, That the Foreign Trade Committee of The Merchants' Association approves American Conference Forms A, B, C and D, as submitted by the Special Committee appointed by the President to consider these forms, and recommends to the Board of Directors that the President appoint a representative of The Association to attend a meeting to be held presently, at which meeting will be present representatives of all interested Associations; and that the said representative be authorized at this meeting, on behalf of The Association, to approve these forms in their present shape or with any slight modifications which may be agreed upon at the meeting which do not affect the underlying principles of said forms.

"Copies of the forms referred to are attached hereto."

The forms referred to by the Committee in the report approved by the Executive Committee are as follows:

LETTER OF ADVICE

(American Conference Form A)

1. Revocable and Unconfirmed Letter of Advice
2. No.
3. New York,
4. Messrs.
5. Dear Sirs:
6. We are informed by
7. that
8. opened a credit available by your drafts on
9. up to an aggregate amount
10. of
11. of
12. (figures)
13. for invoice cost of
14. Each draft drawn and negotiated under
15. this credit must be accompanied by
16.
17.
18.
19. purporting to evidence and cover shipment
20. to
21. Insurance to be effected by
22. As we have not been advised that this is
23. an irrevocable credit, it is subject to modification or cancellation by our correspondent
24. or ourselves at any time without notice, and
25. this advice, being simply for your guidance
26. in preparing documents, conveys no engagement
27.
28.
29. In any event, drafts presented on us after
30. will not be honored.
31. All drafts drawn under this credit must be
32. marked:

33. "Drawn under the
34. advice No. dated
35. The provisions printed on the back hereof
36. are incorporated as a part of this advice
37. which otherwise is to be construed according
38. to the law and custom of the place where
39. the drafts are to be presented.

Very truly yours,

CREDIT ADVICE

(American Conference Form B)

1. Irrevocable and Unconfirmed Credit Advice
2. No.
3. New York,
4. Messrs.
5. Dear Sirs:
6. We are informed by
7. that they have opened an irrevocable credit
8. available by your drafts on
9.
10. at
11. aggregate amount of
12. (figures)
13. for invoice cost of
14. Each draft drawn and negotiated under
15. this credit must be accompanied by
16.
17.
18.
19. purporting to evidence and cover shipment
20. to
21. Insurance to be effected by
22. Our correspondent advises us that their
23. credit is irrevocable provided the relative
24. documents are presented and surrendered at
25. this office not later than
26. they have not authorized us to confirm it
27. and this advice conveys no engagement on
28. our part.
29. All drafts drawn under this credit must be
30. marked:
31. "Drawn under the
32. advice No. dated
33. The provisions printed on the back hereof
34. are incorporated as a part of this advice
35. which otherwise is to be construed according
36. to the law and custom of the place at which
37. the drafts are to be presented.

Very truly yours,

LETTER OF CREDIT

(American Conference Form C)

1. Irrevocable and Confirmed Letter of Credit
2. No.
3. New York,
4. Messrs.
5. Dear Sirs:
6. By order of
7. you are authorized to draw upon us at
8. sight up to an aggregate
9. amount of
10. (figures)
11. for account of
12. for invoice cost of
13. Each draft drawn and negotiated under
14. this credit must be accompanied by
15.
16.
17.
18. purporting to evidence and cover shipment
19. to
20. Insurance to be effected by
21. Our correspondent advises us that this
22. credit is irrevocable. We hereby engage that
23. drafts drawn under and in compliance with
24. its terms will be duly honored upon presentation
25. and surrender of the relative documents
26. at this office not later than
27. All drafts drawn under this credit must
28. be marked:
29. "Drawn under the
30. credit No. dated
31. The provisions printed on the back hereof
32. are incorporated as a part of this credit
33. which otherwise is to be construed according
34. ing to the law and custom of the place at
35. which the drafts are to be presented.

Very truly yours,

GIVES ENDORSEMENT TO FOREIGN TRADE FORMS

CIRCULAR COMMERCIAL LETTER OF CREDIT

(American Conference Form D)

1. Irrevocable Circular Commercial Letter of
2. Credit No.
3. New York,
4. Messrs.
5.

Dear Sirs:

6. We hereby authorize your drafts on.....
7.
8. at up to an
9. aggregate amount of..... (figures)
10. (words)
11. for account of.....
12. for invoice cost of.....
13. Each draft drawn and negotiated under
14. this credit must be accompanied by.....
15.
16.
17.
18. purporting to evidence and cover shipment
19. to.....
20. Insurance to be effected by.....
21. Two negotiable bills of lading and consular
22. invoice must be sent by first available mail
23. direct to us by the bank negotiating drafts
24. hereunder, and certificate to this effect fur-
25. ther stating that the amounts of the nego-
26. tiated drafts have been noted on the back of
27. the original credit, together with all remain-
28. ing documents, must accompany drafts.
29. We hereby agree with the drawers, en-
30. dorsers and bona fide holders of drafts drawn
31. under and in compliance with the terms of
32. this credit that the same shall be duly hon-
33. ored, upon presentation, if drawn and nego-
34. tiated on or before.....
35. All drafts drawn under this credit must be
36. marked:
37. "Drawn under the..... Bank
38. credit No., dated....."
39. and each amount drawn must be endorsed on
40. the reverse hereof by the negotiating bank.

Very truly yours,

BRUSSELS FAIR

American Exhibitors Are Warned to Get Into Touch With the Belgian Consulate

The Consulate of Belgium, at 25 Madison Avenue, New York City, has informed The Merchants' Association that the Third Official Commercial Fair organized by the City of Brussels is to be held in that city between April 3 and April 19, inclusive, in 1922.

The Consulate suggests that in order that exhibitors may be properly listed in the official catalogue of the Fair, it will be necessary that the authorities in charge receive notice of prospective exhibitors before February 15, 1922.

The Consulate is prepared to furnish information regarding general regulations, classification of products, conditions of admission, forms of application for space, etc.

Interested members should get in touch promptly with the Consulate of Belgium.

Why not file "Greater New York"?

EXHAUST WHISTLES FORBIDDEN BY LAW

This Association Asks Police to Enforce Ordinance Against Mechanical Screaming

COMMISSIONER SAYS HE WILL

Complaint of piercing whistles on motor vehicles was recently received by The Merchants' Association from one of its members. In view of the fact that such whistles violate the City ordinances and are therefore illegal, The Association forwarded the complaint to Police Commissioner Enright, with the request that the ordinances he enforced by the Police Department. He promised to attend to it.

Letter of Complaint

The letter to Commissioner Enright, which contained both the complaint and a copy of the ordinance violated, reads as follows:

"We have received from a member of this Association a complaint as to the illegal use on motor vehicles of exhaust whistles, from which we quote as follows:

"I believe there is occasion for action as regards the control of indiscriminate noise-making devices on the part of trucks and other vehicles.

"This applies particularly to the almost universal use of ear-piercing exhaust whistles. Up to a short time ago these whistles were used mainly by trucks, but lately the taxicabs have taken them up, and one even sees pleasure cars equipped with them.

"The use of these exhaust sirens is absolutely unnecessary. The amount of noise produced by them, varying of course with the power of the motor, is a great deal more strident than is necessary for ordinary warning on the street. The effect of these whistles is more to frighten than to warn, and their almost indiscriminate use adds to the general racket and noise of the City, which is already considerable without them."

Forbidden by the City

"We beg respectfully to call your attention to Chapter 23, Article II, Section 132 a, R. O., which is as follows:

Every motor-cycle or motor vehicle operated or driven on the streets of this City shall be provided with an adequate warning or signaling device. This device, whether a horn or whistle, must be operated by hand power or electricity, and the use of horns, whistles or other devices operated by the engine exhaust of motor-cycles or motor vehicles is prohibited.

"It would clearly appear to be the

duty of the Police Department to enforce the provisions of this section by preventing the use upon the streets of these prohibited devices, and we request that you will duly cause such enforcement to abolish the nuisance complained of."

License Bureau Informed

In connection with this letter the following was sent to the Chief of the Division of Licensed Vehicles:

"For your information we enclose herewith copy of letter today sent to the Police Commissioner respecting the violation of law by the use of power operated whistles upon motor vehicles. We especially call your attention to that part of the complaint cited by us which relates to the use of such prohibited signals by taxicabs, and request that you use your regulatory power in respect of the condition and equipment of taxicabs in such manner as to prevent the use by such vehicles of the objectionable signaling devices."

Commissioner Enright's Response

To this communication Commissioner Enright replied as follows:

"I beg to acknowledge the receipt of your letter of the 5th instant, quoting the complaint regarding noise made by exhaust whistles on motor vehicles.

"Appropriate orders have been issued from time to time to the entire Force, instructing them in their duties in connection with suppressing of unnecessary noises and in the enforcement of Chapter 23, Article 11, Section 132a, of the ordinances.

"However, the matter will be again taken up."

FIRE LOSS IN SEPTEMBER

The September fire losses in the United States and Canada, as compiled from the daily records of The Journal of Commerce, reached a total of \$25,502,400, almost equal to the figures of September last year, when the war-inflated values still prevailed and were a considerable factor in loss estimates. The 1921 fire loss record promises to exceed anything in the history of the country with the possible exception of 1906, the San Francisco conflagration year. Already the first nine months' fire losses have reached a total of \$249,613,450, as compared with \$233,233,575 in the same months last year.

THE "OIL SAND"

The Board of Commerce of Bradford, Pennsylvania, is issuing "The Oil Sand" as its organ. The paper has an attractive form of its own.

WILL SHOW WORTH OF ERIE CANAL

Plans for the Tour of Inspection Include Demonstration of Value of Great Waterway

TO LEAVE NEW YORK TODAY

The Merchants' Association will be represented in the party which is to make a tour of the canal system, starting from the City today, by Mr. F. B. DeBerard, Manager, of the Research Bureau, and Mr. J. C. Lincoln, Manager of the Traffic Bureau. The Association has contributed \$1,000 to the expenses of the trip.

Governor Is Much Interested

Governor Nathan L. Miller is much interested in the plan and he has joined the Chambers of Commerce and the business men of the State in issuing the following invitation to members of the Cabinet, members of Congress, Presidents of Chamber of Commerce in western States adjacent to the Great Lakes and important shippers in the same section:

"The Governor of the State of New York; the Chambers of Commerce; the Business Men of the State—

"Cordially invite you to be their guest on a trip through the Hudson River and Barge Canal from New York to Buffalo, starting from New York Monday morning, October seventeenth, at nine o'clock, from the Hudson River Day Line Pier, at the foot of West Forty-second Street, North River. The trip will terminate at Buffalo Saturday, October twenty-second.

"Invitations are being extended to all members of Congress, both Senators and Representatives, other Federal officials, Governors of States and prominent shippers.

"All expenses of the guests will be covered from New York to Buffalo.

"The courtesy of an early reply is requested, as immediate arrangements must be made."

To Show What the Canal Is

Governor Miller is earnestly interested in having the undertaking a success and he is assisting the Committee in every way. He had previously planned a

similar tour but has now turned the entire matter over to the Committee in charge.

The purpose of the tour is to demonstrate the value of the great system of waterways which New York State has built and is maintaining for the use of shippers from the Great Lakes to the seaboard.

Educational Campaign Planned

In addition to this trip an educational campaign will be carried on to acquaint the people of the United States and particularly those interested in shipping, with the transportation facilities and possibilities of New York State.

The present tentative program for the trip provides for the use of the Hudson River Day Line boat from New York to Albany on October 17. The party will spend the night in Albany, where it will be entertained by the Albany Chamber of Commerce. It will proceed by auto and boat on October 18 to Utica, where the Utica Chamber of Commerce will provide entertainment. On Wednesday, October 19, it will go by yacht and motor launch to Syracuse. It will stop at Rochester on October 20 and finish at Buffalo on October 21 and 22.

The Chairman of the New York State Waterways Conference Committee, which has charge of the trip, is Mr. John D. Dunlop, and the headquarters of the Committee are at 19 Madison Avenue. Mr. Lewis E. Pierson, First Vice-President of The Merchants' Association, is a member of the Executive Committee.

HAWAIIAN POSTAGE

There is an impression that the classification, rates of postage, and other conditions applicable to domestic mail matter do not apply to the Hawaiian Islands. Such understanding is erroneous, as Hawaii is included in the term "United States," and for postal purposes has the same status as any of the States. Parcel post packages for Hawaii are not required to be accompanied by Customs declaration.

HOTEL VALUATIONS

The Pennsylvania Hotel is assessed at \$11,000,000, the highest among hotel assessments. The McAlpin stands next, with an assessment of \$9,825,000, while the Commodore and the Biltmore are each assessed at \$5,900,000.

LUMBER CUT IN 1920

The lumber cut in New York State was 411,000,000 feet in 1920, worth \$20,000,000.

BUSINESS HOUSE SAVES ITS MONEY

**After Having Been Bled for Years
It Seeks Advice and Finds
Out Its Error**

PROTECTION COSTS NOTHING

**Prepared by the Bureau of Advice and
Information of the Charity Organ-
ization Society**

The following paragraphs quoted from a letter just received by the Bureau of Advice and Information from a prominent business house speak for themselves:

"We desire to thank you for the illuminating reports sent us regarding the ——— and the ———, also for reports on other organizations previously received.

"These reports have been the means of our saving money which we had been in the habit of disbursing in small amounts to a number of organizations. We feel that you are rendering valuable public service in exposing unworthy organizations who are preying on the public."

Has 4,000 Reports

Reports on approximately 4,000 organizations soliciting funds in New York are now on file in this Bureau. Investigation of new organizations are made promptly upon request. The reports include information as to the need of the organization or its possible duplication of the work of other agencies, its equipment, the scope and efficiency of its work, the personnel of its governing or administrative body and a summary of its financial statement for the last fiscal year. Extravagance, unwillingness to cooperate with other agencies, and unethical methods, either in its work or its fund raising, are frankly stated.

What the Bureau Is For

The function of this Bureau is not to "sell the goods" but to present an impartial, disinterested report to the enquirer.

Members of The Merchants' Association are entitled to the service. Apply to the Bureau of Advice and Information, 105 East Twenty-second Street.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, OCTOBER 24, 1921

No. 38

This Association Denounces Railroad Strike

It Disapproves the Refusal of the Employees to Obey the Decree of the United States Railroad Labor Board and Pledges Itself to Uphold the Duly Constituted Authorities in the Enforcement of the Law.—Cooperation Tendered for Getting Food Supplies for City

At a special meeting of its Executive Committee, The Merchants' Association last Tuesday adopted resolutions denouncing the threatened strike of the railroad brotherhoods and pledging its support to the duly constituted authorities for the enforcement of the law.

Special Meeting Called

In view of the serious consequences to New York City which would follow a suspension of transportation service, Mr. Lewis E. Pierson, First Vice-President of The Association, called the Executive Committee together to consider the situation and he presided over the meeting in the absence of President William Fellows Morgan, who was out of the City.

Position on Strike Defined

The strike situation was thoroughly discussed by the Committee and the following preambles and resolutions were unanimously adopted:

"Whereas, The Railroad Labor Board was created by Federal statute in 1920 for the purpose of hearing and deciding on controversies between the railroads and their employees with regard to rates of wages and working conditions; and

"Whereas, The Railroad Labor Board ordered a wage decrease of 12 per cent which went into effect July 1, 1921, and the organized railroad employees thereupon voted

Will Vindicate Law

That the Administration intends to see that the findings of the United States Labor Board shall be obeyed both by the railroad managers and by the railroad employees is asserted by former Representative John J. Esch, a member of the Interstate Commerce Commission, in a letter to The Merchants' Association, as follows:

"Your letter of October 19th enclosing a copy of preambles and resolutions respecting the threatened strike of railroad employees which were adopted at a special meeting of the Executive Committee of The Merchants' Association of New York on October 18, duly received.

"As one of the authors of the Transportation Act of 1920, I naturally feel a deep interest in the pending railroad labor situation. Congress created the Labor Board as a disinterested body to adjust differences between railroad employees and the carriers. The findings of the Board should be obeyed by both parties. I understand that it is the purpose of the administration to see that this be done."

Commissioner Esch's letter was a response to resolutions of The Merchants' Association denouncing the strike threat and calling for the enforcement of the law.

to authorize their chiefs to order a strike against the acceptance of

such 12 per cent reduction in wages; and

"Whereas, The railroads have now announced their intention of applying to the United States Labor Board for a further reduction of approximately 10 per cent in wages, the saving thereby effected to be passed on to shippers in the form of a corresponding decrease in rates; and

"Whereas, Without waiting for an adjudication by the United States Railroad Labor Board, or even for the formal presentation of the request for a further reduction of wages to that Board, the most powerful of the railway labor organizations have ordered a strike to begin on October 30 against the ruling of the Railroad Labor Board effective July 1, which strike would paralyze the transportation system of the United States; and

"Whereas, Such action at this time, if successful, would inflict intolerable hardship upon the country, already suffering from business stagnation, by throwing millions of other workers out of employment through the inability of industry to obtain materials for manufacture or to move its products, and would entail great hardship and suffering upon the City of New York and other communities which would be

WILL HELP IN OBTAINING FOOD SUPPLIES FOR CITY

unable to obtain the necessities of life; therefore be it

"Resolved, That The Merchants' Association of New York denounces the refusal of the railroad employees to accept the decision of the Railroad Labor Board, the duly constituted agency authorized by Act of Congress as the final authority to adjudicate these specific issues; and be it further

"Resolved, That this Association vigorously asserts the right of the public to the continuous operation of transportation lines both by land and water as a public necessity of the highest importance, and protests against the assumption by any body of citizens of the right to suspend this service; and be it further

"Resolved, That this Association calls upon the constituted Federal, State and local authorities to take such measures as may be necessary for the protection of life and property should an attempt be made to compel the cessation of transportation; and, be it further

"Resolved, That this Association pledges itself to support and co-operate with the duly constituted authorities in every proper effort to continue the uninterrupted operation of the transportation lines; and, be it further

"Resolved, That copies of these resolutions be sent to the President of the United States, the Governor of the State of New York, the Mayor of the City of New York, members of the United States Railroad Labor Board, members of the Interstate Commerce Commission, and to the press."

Offers Aid

This Association Will Assist City to Procure Food Supplies

Mr. Lewis E. Pierson, as Acting President of The Merchants' Association, on Wednesday sent the following letter to Health Commissioner Royal S. Cope-land:

"At a special meeting of the Executive Committee of The Merchants' Association of New York, held yesterday, October 18, 1921, it was unanimously voted to tender to the City of New York, through your Department, this Association's cooperation in procuring trucks

and recruiting operating personnel therefor in order to secure a prompt and adequate supply of food for the inhabitants of the City in the event of serious interruption of transportation facilities as a result of a strike on the part of railroad employees.

"If our Association can be of assistance to you in this matter or in meeting any other difficulties arising from the threatened strike, please advise us."

Railroad Wages

Number of Men Employed on the Railroads and Average Wages

The following table, compiled by the Bureau of Labor Statistics of the United States Department of Labor, covering the years 1915 to 1921, shows the probable number of railroad employees that would be involved in a general strike, with their classifications and average yearly earnings, and also the successive wage increases in each classification and the average wages and increases of all employees:

	Employees Jan. 1, 1921	1915	1916	Yearly Wage 1917	1918	1919	1920
Clerks, \$900 per annum and upward	243,965	\$1,136	\$1,190	\$1,277	\$1,445	\$1,279	\$1,754
Clerks below \$900	1,879	850	862	881	889	892	830
Messengers	11,533	434	471	514	759	861	1,093
M. W. & A. foremen	8,449	1,107	1,132	1,197	1,676	1,859	2,335
Section foremen	42,776	772	816	885	1,255	1,230	1,757
Gang foremen	26,091	1,167	1,232	1,353	2,309	2,415	2,882
Mechanists	26,864	1,030	1,205	1,394	2,353	1,878	2,297
Boilermakers	20,837	1,076	1,230	1,425	2,385	1,759	2,069
Blacksmiths	10,997	927	1,032	1,253	2,100	1,769	2,196
Carpenters	52,459	788	858	829	1,492	1,453	1,884
Painters	13,201	788	857	950	1,572	1,551	1,911
Electricians	16,247	941	957	1,030	1,723	1,923	2,310
Car inspectors	26,923	887	973	1,141	2,304	1,959	2,442
Car repairers	98,478	751	826	893	1,713	1,699	2,070
Other skilled laborers	60,526	855	936	1,045	1,737	1,764	2,173
Mechanics' helpers	159,398	607	676	822	1,406	1,240	1,629
Section men	376,820	454	509	601	864	944	1,182
Other unskilled laborers	121,197	560	609	695	1,040	1,035	1,371
Construction men	26,623	616	556	625	915	969	1,267
Train dispatchers	6,144	1,606	1,721	1,801	2,239	2,745	3,134
Telegraphers	22,206	800	859	917	1,222	1,594	1,879
Agent telegraphers	19,730	828	860	948	1,219	1,754	1,973
Station agents	13,306	937	952	1,039	1,224	1,752	2,073
Station employees	116,968	605	657	710	996	1,133	1,431
Yard engineers	23,242	1,528	1,613	1,791	2,060	2,108	2,750
Yard firemen	23,577	916	988	1,094	1,363	1,510	2,107
Yard conductors	23,331	1,353	1,423	1,535	1,911	1,902	2,604
Yard brakemen	57,230	1,169	1,193	1,237	1,678	1,686	2,313
Engine house	76,972	684	723	825	1,268	1,314	1,624
Freight engineers	35,230	1,846	1,852	2,108	2,494	2,663	3,504
Freight firemen	37,962	1,136	1,126	1,275	1,686	1,840	2,560
Freight conductors	28,411	1,539	1,617	1,855	2,269	2,314	3,156
Freight brakemen	71,093	1,036	1,052	1,202	1,646	1,727	2,453
Passenger engineers	13,219	2,141	2,124	2,223	2,527	2,999	3,427
Passenger firemen	12,316	1,237	1,297	1,354	1,737	2,154	2,600
Passenger conductors	11,073	1,850	1,877	1,966	2,273	2,643	3,093
Passenger baggage men	6,833	1,049	1,098	1,175	1,577	1,881	2,359
Passenger brakemen	16,300	1,026	1,031	1,094	1,512	1,729	2,212
Marine employees	11,513	775	892	923	1,268	1,607	1,825
Average all employees	*2,060,363	830	892	1,044	1,419	1,432	1,903

*Total employees.

Wages and Rates

Advances Made in Each Since the Year 1915

A compilation by the Bureau of Rail-

way Economics shows that since 1915 there has been an increase in rates amounting to 78 per cent, while the wage scale has advanced 119 per cent.

The rate increases were as follows: June 27, 1917, 3.7 per cent; March 15, 1918, 2 per cent; June 25, 1918, 25 per cent, and September 1, 1920, 34 per cent.

Increases in pay to workers were as follows: 1916-17, 7 per cent over 1915; 1917, 13 per cent over 1916; 1918 41 per cent over 1917; 1919, 5 per cent over 1918; and 1920, 22 per cent over 1919.

MOTOR VEHICLES IN THIS STATE

Statistics of the motor car registration in New York State by counties for the first half of the year to July 1, issued by the Secretary of State, show a grand total of 721,488 motor vehicles. Of these 555,179 are passenger vehicles, 131,578 commercial, 28,495 omnibuses, 2,661 trailers and 3,575 cars exempt from tax registration. Of this number New York City has 223,435 cars, 156-

116 being passenger cars, 52,653 commercial and 12,664 omnibuses. Manhattan has 58,191 passenger vehicles and 25,782 commercial, Brooklyn being next with 54,692 passenger and 15,475 commercial.

SOLVING THE CITY'S PROBLEM OF UNEMPLOYMENT

President William Fellowes Morgan Heads a Committee Appointed for the Purpose of Collecting Accurate Information—Meeting in Albany Considers Unemployment in the State

The Merchants' Association was represented by Mr. Martin Dodge, Manager of its Industrial Bureau, at a luncheon conference in Albany, called Wednesday noon by the Albany Chamber of Commerce to consider the question of unemployment from a State-wide point of view. Governor Miller, the New York State Conference of Mayors, and Mayor James R. Watt of Albany, joined the Albany Chamber of Commerce in the call. Governor Miller presided.

Represented Secretary Hoover

Colonel Arthur H. Woods, who was recently appointed by Secretary Hoover to coordinate the local work for the relief of unemployment, came from Washington to address the meeting.

The Governor pointed out that the Mayors were probably best prepared to assume the responsibility of leadership. He declared the fundamental thing was organization, with each separate community of the State taking care of its own individual problem.

Appeals to Americanism

Colonel Woods pointed out the waste and danger of constantly shifting the unemployed from one locality to another or their congestion in the large cities for the purpose of securing assistance. He said that he believed that the natural self-reliance of Americans would go far in solving the problem, as it meant that every man was inclined to depend upon his own resources rather than upon the Government for assistance.

Colonel Woods pointed out the necessity for getting under way all needed public works as early as possible and of "sprucing up" by making repairs and improvements and doing miscellaneous work that had long awaited completion.

Will Get Facts

Mr. Morgan Heads Committee to Gather Statistics

Plans for furnishing the Washington authorities and the public with regular reports concerning the local unemployment situation have been formulated by the Committee on Unemployment Statistics. This Committee was appointed

Less Unemployment

Aid in dealing locally with the unemployment problem is promised by commercial organizations in thirty-five States as a result of the request by Mr. Joseph H. Defrees, President of the Chamber of Commerce of the United States, that members of the Chamber cooperate with mayors in carrying out the emergency program of the National Conference on Unemployment.

Responses have been received from 119 chambers of commerce, commercial clubs and boards of trade. Without exception they reported that the situation was well in hand or that immediate steps would be taken looking toward relief of workers.

Quite a number of organizations in centers indicating more or less unemployment said that manufacturers, where demand for their goods is slight, are keeping their entire forces at work by limiting the number of hours of factory operation. From a number of cities came word that building operations and municipal improvements projected or under way will mean that no suffering will take place.

A number of Southern cities report no unemployment, this fact being due apparently to the recent rise in cotton prices with the attendant quickening of industry and trade.

A decided improvement in the industrial situation generally, as compared with the summer period, is shown in most of the reports.

ed by Public Welfare Commissioner Bird S. Coler, in accordance with the recommendations of the Emergency Program of the President's Unemployment Conference.

President Morgan Chairman

The Chairman of the Committee is Mr. William Fellowes Morgan, President of The Merchants' Association. The other members are Mr. J. Harvey Williams, Vice-Chairman, President of the Brooklyn Chamber of Commerce; Mr.

Bailey B. Burritt, Director of the Society for Improving the Condition of the Poor; Mr. William F. Kehoe, Secretary of the Central Trades and Labor Council of New York City and vicinity; Dr. Thomas J. Riley, Secretary of the Brooklyn Bureau of Charities, and Mr. Henry D. Sayer, Industrial Commissioner of the New York State Department of Labor. Mr. Martin Dodge, Manager of the Industrial Bureau of The Merchants' Association, was made Secretary of the Committee and authorized to undertake the work of collecting and compiling the necessary information.

Considerable information concerning New York's unemployed is already available in the monthly reports prepared by the Bureau of Information and Statistics of the State Department of Labor. These facts, however, cover only factory employment. Further information will be available shortly as the result of an intensive study made among the local labor unions by the Central Trades and Labor Council. Such information will be supplemented by reports from the American Legion, various employment agencies and public and private charitable institutions.

Scope of the Inquiry

There are two or three very large classes, however, for which no developed sources of information exist, such, for instance, as trade and clerical occupations. Workers in these groups comprise more than 30 per cent of the total number gainfully employed in New York City. The Committee expects to make direct inquiries among a large number of representative concerns.

According to the last United States Census, 2,531,637 persons ten years of age or over in New York City were gainfully employed. This number equalled 45 per cent of the City's total population. Their distribution, according to various occupations, is shown in the following table:

Group	Number	Percent age
Manufacturing and mechanical industries	951,889	37.6
Clerical occupations	401,434	15.9
Trade	392,532	15.5
Domestic and personal service	306,067	12.1
Transportation	242,447	9.6
Professional service	168,375	6.7
Public service	61,084	2.4
All other occupations	7,919	0.3

Why not file "Greater New York"?

PRESIDENT MORGAN URGES LOWER PASSPORT FEES

In a Reply to Senator Henry Cabot Lodge's Defense of the Ten Dollar Charge for Issuing or Viséing, He Points Out the Objections to the Tax

On behalf of The Merchants' Association, President William Fellowes Morgan has replied to the letter written to The Association by Senator Henry Cabot Lodge, in defense of the charge of ten dollars for issuing and viséing United States passports.

Senator Lodge's letter was a response to a request sent by The Association to him as Chairman of the Senate Committee on Foreign Relations for a reduction in the charge. His reply has been printed in full in "Greater New York."

Letter to Senator Lodge

President Morgan's rejoinder, which was mailed on October 18, was as follows:

"We beg to refer to your letter of June 30, 1921, which, in reply to our communication of June 28, enumerates the reasons which in the judgment of the Foreign Relations Committee justified the United States Government in increasing to \$10 the charge for issuing and viséing passports. Emphatic protests against the present charge continue to reach The Merchants' Association. Many of our members who were abroad during the summer for business or pleasure dissent strongly from the position taken by our Government, especially in light of the retaliatory action of other governments.

Affects Many Thousands

"These members do not believe that the motives advanced in your letter of June 30 are sufficiently compelling to warrant the additional cost. The Association regrets that the Foreign Relations Committee should consider this matter as of domestic and local interest entirely, because in the judgment of our Association, it affects so many thousands of Americans living or traveling abroad, and is more far-reaching in its results than Congress appreciates.

"Your letter gives as the first reason for inaugurating the higher charge the fact that it results in a substantial income to the United States Government. To this one might fairly ask why an American citizen who travels abroad for pleasure or business should be discriminated against by a special tax. He pays the same taxes on income derived within the United States as his fellow American who remains at home. His passport is

simply a document of national identification which he is wholly justified in claiming as a birthright or as a right of citizenship and, granting that the Government is entitled to a fee to cover the cost of the document, the fee should be nominal and not in the nature of a tax to mulct a particular class.

Double Tax on Immigrants

"But it does not stop there. The tax falls also upon every alien visitor to the United States who must pay a tax of \$10 for a passport visé. The reason advanced in your letter for taxing immigrants coming to this country is that they certainly ought to be willing to pay it if they desire to immigrate to the United States. This statement does not take into consideration the fact that foreign visitors coming to the United States for travel or for business, the latter constituting no unimportant group, are forced to pay the \$10 charge. Moreover, it should be pointed out that the immigrant coming to the United States to make his home in this country pays a head tax under our immigration laws of \$8 per capita and, putting aside all matters of sentiment, one might fairly question whether or not a double tax can be defended.

Makes Travelers Pay

"Your letter also states that certainly a fee of \$10 upon the passport of those who travel for pleasure appears to be a tax, the justice of which cannot be denied. If those persons can afford to travel for pleasure they can afford to help the Government pay its expenses. Why should the United States Government select those persons who travel as a particular class to help pay the expenses of the Government since such persons are naturally required to pay the same taxes on their business and personal income which are required of every American citizen. Moreover, taxation of travel in a foreign country, without taxation of travel for business or pleasure in the United States, seems to The Merchants' Association to be hardly justifiable.

Material Burden Added

"Finally, your letter advances the claim that the business which is being sought by an American representative must be of very little consequence if it

is interfered with by a tax of \$10 for a passport. This statement fails to take into consideration all the facts in the case. The antagonism of certain foreign governments has been aroused, which has taken the form of a retaliatory charge. In other words, these countries have increased their charge for viséing passports of citizens of the United States to the equivalent of \$10, which adds a material burden to the cost of traveling abroad. At present, a trip of only a few days' duration which leads across frontiers of nations in Europe having the retaliatory charge for visés, costs an American business man repeated fees amounting to large sums. This is, therefore, a far more serious matter than the \$10 which your letter presupposes as the entire result of the action of the United States. The present is a period when business needs consideration, not discriminatory burdens, and this is especially true of the class of business affected by this measure, namely, our foreign trade. Meanwhile, nationals of other countries travel over Europe either without visés, or with visés issued at a trifling cost varying from the equivalent of fifty cents or less, to \$2.

Documents Made Costly

"Another angle of the situation as it affects Americans living abroad is the fact that every time a passport is renewed, the \$10 charge must be paid. Many families requiring separate passports for individual members pay, therefore, \$30, \$40 or \$50 every eighteen months for new documents.

"Granting that the United States Government needs revenue, it is interesting to observe that European countries now equally, or more, in need of revenue than the Government of the United States, have not deemed it wise to advance their charge for a document which is necessary for the identification of their nationals when traveling. It cannot be urged, for example, that Belgium is not in need of utilizing all proper sources of revenue. Nevertheless that country has taken a very advanced position on the passport situation, which has resulted in suspending all fees for citizens of allied nations. It has reduced the fee for passports to its own nationals to a trifle, negotiating re-

PRESIDENT MORGAN URGES LOWER PASSPORT FEES

ciprocal relations with Great Britain, France and Holland. A citizen of Belgium needing his passport visés to enter the United States is charged \$10. A citizen of the United States enters Belgium without any cost whatever.

Americans Humiliated

"An American citizen needs only to visit the Passport Offices of foreign nations in the United States to be embarrassed and humiliated by being reminded of the amount which the United States charges for a visé. This prejudices our position with citizens of other countries. It acts to retard the re-establishment of commercial relationships on the broad and liberal lines of the pre-war period when a passport was relegated to use only in countries where personal liberty and freedom of intercourse were little understood.

"The Merchants' Association of New York respectfully but emphatically challenges the claim that this tax on our citizens and business men is fair. The statement that it is as fair and as little burdensome as any tax that can be imposed depends entirely upon the point of view. We are sure that there are many Americans living and traveling abroad for business who find it a tax to be reckoned with.

Handicap on Trade

"The upbuilding of America's overseas trade will add materially to the prosperity and well-being of the United States, and it will thereby, through taxes and duties, add to the revenue of the United States Government.

"We earnestly ask that the matter receive renewed consideration, and trust that you will deem it wise to introduce the legislation necessary in the Senate to restore the charge to the former amount or to whatever sum is needed to pay the present cost of issuing and viséing passports."

FAMILIES GROW SMALLER

The size of families is declining in the United States. The average number of persons in a family, as shown by the 1920 census, is 4.3. The average in 1910 was 4.5 and in 1880 it was 5 persons. The Census Bureau classes each person or group of persons living alone as a "family," including a hotel and institution and all its occupants, while an apartment house is regarded as a "dwelling" regardless of the number of apartments that it contains.

AMERICA'S MAKING PAGEANT PRAISED

**This Association Commends Exposition Which Will Open
Next Week in This City**

WILL BE HELD IN ARMORY

The Merchants' Association has endorsed the exposition which is to be held at the Seventy-first Regiment Armory in this City for two weeks beginning October 29, under the title of "America's Making."

Exposition Is Commended

The matter was brought before the Executive Committee last Tuesday in the form of a report from The Association's Committee on Immigration and Naturalization, of which Mr. H. D. Walbridge, President of H. D. Walbridge and Company, is Chairman.

This report, as approved by the Executive Committee, was as follows:

"Your Committee on Immigration and Naturalization desires to call to your attention the exposition entitled 'America's Making,' which is to be held in the Seventy-first Regiment Armory during the two weeks beginning October 29, 1921.

"The purpose of this exposition is to show in popular form, by means of exhibits and pageantry, the most important historical, economic and cultural contributions that Americans of various lines of racial descent have made to this nation; to give thereby to each group a fuller sense of appreciation of its own share in the nation's upbuilding, and to all Americans a better understanding of the part played by these groups in the development of the nation; to promote still closer American union, and to point the way by which we may further enrich our national life.

Origin of the Event

" 'America's Making' was inaugurated by a group of public-spirited men and women, headed by the late Franklin K. Lane, as an educational and patriotic enterprise. With this group the City and State Departments of Education have been earnestly cooperating. Literally hundreds of thousands of participants are now actively engaged in preparing for the two weeks' demonstration. Meetings of Americans of various lineages are being held every eve-

ning at the Board of Education, and rehearsals are going on all over the City. School children throughout the City have been preparing essays and designing posters for months. A monumental program of fall lectures by the Board of Education is showing the contributions of the many immigrant races to the 'Making of America.' School children are preparing to present 500 separate exercises of music, pageantry, tableau and festivals in the parks, armories and school assembly rooms.

"Representatives of thirty-three racial groups of Americans are working in close cooperation with the Department of Education to make the undertaking a success. Each of these thirty-three groups will finance its own exhibit and pageantry. Members of such groups from all parts of the country are co-operating in the preparations of exhibits.

Small Admission Fee

"It is planned to charge a small admission to the exposition—fifty cents for adults, ten cents for children in groups or accompanied by a grown person, and twenty-five cents for unaccompanied children. Receipts will go toward the payment of expenses and any surplus to the reimbursement of the organizers, who have guaranteed all costs over the \$40,000 which was originally donated to the enterprise.

"Your Committee finds itself in accord with the purposes of this exposition, approves of the manner of expressing these purposes, and suggests that The Association record itself as in favor of the undertaking as follows:

"Whereas, It is proposed to hold an exposition under the title of 'America's Making,' to show by means of exhibits and pageantry the most important historical, economic and cultural contributions that Americans of various lines of racial descent have made to this nation, and to give thereby to each group and to the country as a whole a fuller sense of appreciation of the part played by every one of the races which has had a share in the nation's upbuilding, to promote still closer American union, and to point the way by which we may further enrich our national life;

"Resolved, That The Merchants' Association of New York heartily endorses the purposes of 'America's Making' and recommends that the business men of this City cooperate in whatever way may seem best in this patriotic undertaking."

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"We Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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WILLIAM HAMLIN CHILDS; Chairman of the Executive Committee of The Barrett Company, and Vice-President of the Allied Chemical and Dye Corporation.
LINCOLN CROMWELL; William Iselin and Company.
LUCIUS E. EASTMAN; President of the Hills Brothers Company.
MICHAEL FRIENDMAN; President of B. Altman and Company.
CHARLES R. LAMB; President of J. and R. Lamb.
JOHN H. LOVE; Graupner, Love and Lamprecht.
WILLIAM A. MARBLE; President of the R. and G. Corset Company.
ALFRED E. MARLING; President of Horace S. Ely and Company.
WALDO H. MARSHALL.
WILLIAM FELLOWES MORGAN; President of the Brooklyn Bridge Freezing and Cold Storage Company.
DANIEL P. MORSE; McIlwain, Morse and Rogers.
J. CRAWFORD MCCREERY; The James McCreery Realty Corporation.
JOHN W. NIX; President of John Nix and Company.
LEWIS E. PIERSON; Chairman of the Board, Irving National Bank.
LEOPOLD PLAUT; Chairman of the Board of the Black and Boyd Manufacturing Company.
GEORGE A. POST; of the George A. Post Company.
J. LOUIS SCHAFFER; Vice-President and Treasurer of W. R. Grace and Company.
HENRY R. TOWN; Chairman of the Board, Yale and Towne Manufacturing Company.
GUSTAV VINTSCHGER; President of the Markt and Hammacher Company.
H. B. WALKER; President of the Old Dominion Steamship Company.
JAMES GILBERT WHITE; President of J. G. White and Company, Incorporated.
OWEN D. YOUNG; Vice-President and General Counsel of the General Electric Company.

A STRIKE ON THE TRANSPORTATION LINES WOULD BE A CRIME AGAINST THE COUNTRY

The practically unanimous denunciation of the threat made by the great brotherhoods of railroad employees to tie up the transportation lines affords a remarkable illustration of public sentiment. This expression makes it evident that the people are in no mood to sympathize with a program of bullying and coercion from men who have been generously treated in the matter of wage increases. Business and living conditions are already sufficiently difficult without the added exasperation of a useless strike.

The Merchants' Association voiced the sentiment of New York City in the resolutions which its Executive Committee adopted last Tuesday denouncing the strike and offering its cooperation and support to the duly constituted authorities in maintaining law and order.

It has been generally believed that when the Government turned back the railroads to their owners, the provision made in the law then enacted would prevent all future danger of the interruption of transportation by strikes or lockouts. In order to prevent such interruption, Congress created the Railroad Labor Board in which the public, the railroad owners and the employers have equal representation. The law provides that in case of disagreement between the managers of transportation lines and their employees, the two parties to the controversy shall attempt to reach a settlement and, failing that, shall lay their case before the Railroad Labor Board, which shall hear both sides and make a decision which shall be binding and from which there can be no appeal.

The railroad managers last Spring asked for a reduction in wages. The employees refused to accept it. The case went in due course to the Railroad Labor Board, which made an order providing for a reduction of approximately 12 per cent, or a little more than half the increase that was made in wages by the Government when it relinquished the railroads. The railroad managers

accepted the award but the men proceeded to take a vote as to whether they should accept it or go on strike against it. The result was a very heavy majority in favor of a strike and the brotherhood officials were empowered by this vote to call a strike if they should so desire. They have now seen fit to exercise this authority.

It is important that the real issue at stake shall be kept in mind. The strike is against the award made by the United States Railroad Labor Board reducing wages, which took effect on July 1. President Harding and the Federal authorities have announced that the authority of this Board will be upheld and that its orders will be enforced. They could not have taken any other position under their oaths of office and in the fulfillment of this promise they will have the enthusiastic support of the public at large.

There is an earnest hope that the strike threat will be withdrawn in the face of the general and intense disapproval of such a move. The effort to override the law and to compel the reversal of the decrees rendered by the Railroad Labor Board will, if persisted in, inevitably lead to the destruction of the railroad brotherhoods which, at least until the outbreak of the war, had showed themselves to be conservative and useful labor organizations.

THE YEAR BOOK FOR 1921

Letters acknowledging The Merchants' Association's Year Book for 1921 are being received from other commercial organizations throughout the country to which the book has been sent.

These letters contain many flattering references to the Year Book and to "Greater New York." If the commercial organization officials who wrote these letters are to be believed, the publications of The Merchants' Association not only bring them information which is of value in their activities but also serve as an inspiration and incentive.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

REDUCTION OF BUILDING WAGES ONCE MORE URGED

This Association Tells the Lockwood Committee that Costs Must Be Reduced Through the Influence of the Committee—Excessive Wages a Heavy Tax on the Community

Although a two-year contract fixing a wage scale was in existence between the Building Trades Council and the Building Trades Employers' Association, Robert P. Brindell, now serving a term in Sing Sing Prison for extortion, demanded about a year ago an extra dollar a day for each employee in order that this sum might be contributed to his organization.

Brindell's Extra Dollar

In spite of the contract, the increase was agreed to by the employers and thus became a part of the contract of agreement. Notwithstanding the conviction of Brindell, the increase is still being exacted. The Merchants' Association wrote to Mr. Samuel Untermyer last May, requesting the Lockwood Investigating Committee to take measures to wipe out this increase. Mr. Untermyer, who was then on the point of sailing for Europe, replied that he saw no way of changing the contract and asked for suggestions.

Letter to Mr. Untermyer

The matter has been further considered by the Board of Directors of The Merchants' Association and the following letter has been sent to Mr. Untermyer:

"Further reply to your letter of June 11, 1921, concerning a revision of wages in the building industry has awaited your return from Europe and the reconvening of the Lockwood Investigating Committee. Meanwhile, this matter has had the consideration of The Merchants' Association's Committee on Industrial Relations and its Board of Directors.

Reductions Elsewhere

"During recent months, as you know, wage revisions in the building industry have proceeded rapidly throughout the country. Reductions in Boston and Philadelphia, Judge Landis' decision in Chicago, and your own arbitration in Westchester County, are indicative of what has happened. This general revision has left New York, with one exception, with the highest scale of any large city in the country. We understand that this scale is fixed by a contract between the Building Trades Employers' Association and the Building

Trades Council, which does not expire until December 31, 1921.

"This contract went into effect on May 1, 1920, when the Building Trades Employers' Association consented to an increase of \$1 a day over the rates which had been agreed upon for the period ending December 31, 1921.

Wages a Large Item

"It is hardly necessary to point out that the continuance of the present high scale of wages results in irritation and discontent among other labor groups which have already participated in the current readjustment by accepting wage reductions.

"Wages constitute the largest single item in the cost of building, amounting to from 35 to 50 per cent of the total. Variations in this item therefore vitally affect the prosperity of the industry. That considerable construction has recently been undertaken in spite of the high wage scale we believe is the result of the stimulus of tax exemption and does not alter the fact that the high scale constitutes a burden which the industry can ill afford to bear and which, were it not for tax exemption, would probably still be sufficient to keep building activity at a low ebb.

Ask for Old Rate

"In the light of the above conditions we would ask whether you cannot find some way by which the Building Trades Employers' Association, and the Building Trades Council could be made to see that it is to their common interest to remove without delay the excess of building costs in New York over other cities similarly situated. Such a step would obviously be a helpful factor in the present distressing situation of unemployment. We believe that this problem lies properly within the province of the Lockwood Committee and that it deserves the Committee's attention.

"Closely related is the matter of efficiency. This concerns both contractors and employees. The shortcomings and neglect of management which result in unnecessary interruptions of work and uneconomic production are matters which can by no means be overlooked; but the conscious restriction of effort upon the part of labor must also be thoroughly condemned. Rules and practices of labor unions which tend to limit

the output of individual workmen are so detrimental and uneconomic in their effect upon the workmen themselves that their abandonment should occur as a matter of course. But the experience of other communities indicates that in spite of the obvious fallacy of such practices, they are seldom renounced by the workmen except under pressure of an active public opinion.

A Needed Service

"We believe that the Lockwood Committee could put its facilities to no better service than to inquire into the existence of such rules and practices in the New York building trades and, if they are found to exist, to make every effort to eliminate them.

"To indicate again the confidence which The Association has in the ability of the Lockwood Committee materially to improve conditions in the building industry in this City, we quote the resolution which was adopted by our Board of Directors on December 16, 1920:

"Resolved, That The Merchants' Association of New York commends the Lockwood Investigating Committee for its services in bringing to light the conditions surrounding the building situation in this City, and tenders to that Committee full support by The Association and the use of any facilities which The Association possesses, to the end that there may be ascertained and published a true and complete record of facts, secured without fear or favor, and to the further end that remedies for improper conditions found to exist may be devised and applied."

NEARLY 1,000,000 PUPILS

The registration in evening elementary schools in New York City amounts to 40,000 and in evening high schools to 28,000. The registry in the evening trade schools is 6,000 and in the continuation schools, 13,204. This is exclusive of the new continuation school in The Bronx, which will open on October 1 with 1,000 pupils. All these figures are subject to slight changes owing to the fact that new pupils will be registered in the next few days:

The figures make the grand total of registry of all day schools, night schools, night trade schools and continuation classes in the City 997,862.

ROADS WOULD MEET RIVALRY OF CANAL

Transcontinental Lines Propose the "Postage Stamp" Basis for Through Traffic to Pacific

AFFECTS MANY COMMODITIES

Prepared by the Traffic Bureau of The Merchants' Association

Mr. R. H. Countiss, Agent for the Transcontinental Railroads, has filed a petition with the Interstate Commerce Commission for authority to establish rates upon various selected commodities from eastern points of origin to Pacific Coast ports which are lower than rates contemporaneously maintained on like traffic from and to intermediate points.

"Postage Stamp" Basis

The purpose of the transcontinental carriers is to establish all-rail rates in competition with the all water rates operative through the Panama Canal. Under the proposal of the carriers, the rates would be established on what is known as the postage stamp basis, namely, the same rates from all points on and east of the Mississippi River and north of the Ohio and Potomac Rivers, to the Pacific Coast Ports, the present rates to the intermediate territory to be continued in force except where the combination of locals on the Pacific Coast ports would result in a lower rate to intermediate points.

Commodities Involved

The particular commodities involved are the following: Canned goods; carpet, linoleum, etc.; cyanamid; drugs, medicines, chemicals, etc.; dry goods, cotton piece goods, etc.; glass and glassware; glue; hose, belting, etc.; ink, mucilage, etc.; iron and steel articles; pianos; paints; paper bags, etc.; paper, etc.; rails and fastenings; railway supplies; prepared roofing, wallboard, building paper, etc.; rubber boots and shoes; sewing machines; soap, washing compounds, etc.; caustic soda, soda ash, etc.; saleratus soda; glucose, corn syrup, molasses, etc.; tacks, shoe nails, etc.; twine and cordage, etc.; wire and wire goods, viz., wire rope, wire fencing, wire rods; crude cyanide.

Effect of the Proposal

The effect of the proposal, if the reduction in rates is approved by the Interstate Commerce Commission, would be to establish the same all-rail rates on

these commodities from New York, Pittsburgh, Detroit, Chicago and St. Louis to Pacific Coast ports.

Shippers interested in the proposed adjustment are requested to communicate with the Traffic Bureau for full particulars as to the rates proposed and the probable effect on the movement of the above commodities out of the Metropolitan District in competition with the interior.

Hearing Scheduled

Commerce Board Sets Date for Argument on Erie Increase

In "Greater New York" on October 10 reference was made to a petition filed with the Interstate Commerce Commission by The Merchants' Association through its Traffic Bureau requesting that Erie Railroad Company tariffs proposing to establish terminal charges for the delivery of fruit and vegetables, carloads, at its Duane Street Station, Piers 20 and 21, N. R., in addition to the through rates provided for the transportation of fruits and vegetables from various points to Duane Street terminal be suspended pending hearing and investigation.

Notice from the Commission that the tariffs had been suspended was received on October 13 and, on October 18, notice was received from the Commission stating that the proceeding has been assigned for hearing on November 10 at the Washington offices of the Commission, before Examiner Fuller.

In the interest of members handling and marketing fruit and vegetables and in the interest of the trade and welfare of New York, the Traffic Manager of The Association will appear at the hearing and present testimony and argument showing why the proposed charges should not be permitted to become effective.

CROP VALUES BY STATES

The leading States in value of crops in 1919 were Texas, with \$1,071,526,923; Iowa, with \$890,391,299; Illinois, with \$864,737,833; Ohio, with \$607,037,562; Kansas, with \$588,923,248, and California, with \$587,600,591.

FIRE LOSS IN FIVE YEARS

The total fire loss in this country during the five years from 1915 to 1919, inclusive, amounted to nearly \$1,500,000,000, or more than \$280,000,000 annually.

CITY EMPLOYMENT ON THE INCREASE

Factory Figures Show Gradual Return to the High Point of the Year Last March

SEPTEMBER ADDS 2.4 PER CENT

Prepared by the Industrial Bureau of The Merchants' Association

There was less unemployment in New York City in September than in any other month since the first of the year except March and April, according to the statistics collected monthly by the New York State Department of Labor from 778 representative factories in New York City.

Employment Increases

The actual number employed in these factories in September was 180,705, an increase of 2.4 per cent over the number employed in August. In June, 1914, these same factories employed 205,346 persons. Reports for 1921 by months show that they have employed the following numbers since the first of the year:

January	174,553
February	179,652
March	183,952
April	181,215
May	178,531
June	176,349
July	172,966
August	176,423
September	180,705

The greatest improvement this year was in March, when the number reached 183,952.

SOUTH AMERICAN TRADE

The most important trade route through the Panama Canal in the fiscal year ending June 30, 1921, on the basis of total cargo shipped, was that between the Atlantic coast of the United States and the west coast of South America. Of the total of 11,599,214 tons of goods shipped through the Canal during the year, 1,908,858 tons were moving over this route. This was 16.46 per cent, approximately one-sixth of the total cargo handled. Shipments from the United States to the west coast of South America were 933,261 tons; and from the west coast to the United States, 975,597 tons.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

INCORPORATION OF HOUSES IN CHINA

This Association Renews Its Efforts for Legislation to Aid Trade With the Orient

THE HOUSE ACTS UNANIMOUSLY

The Merchants' Association has written to Senator Wadsworth and Senator Calder urging them to use their efforts to secure the passage by the Senate of the bill passed by the House authorizing the incorporation of United States houses doing business in China.

British Law Changed

These concerns formerly were able to secure incorporation under the British law, which has now been changed so that they are compelled to incorporate under the laws of the United States, which now make no provision for such incorporation.

The Merchants' Association has been urging for the passage of such a law as that approved by the House of Representatives and now pending in the Senate. The letter to the two Senators reads as follows:

"The Merchants' Association of New York wishes to bring to your attention the desirability of securing prompt action in connection with H. R. 4810; a bill to authorize the incorporation of companies to promote trade in China. That bill is still pending in the Senate. The House of Representatives passed it almost unanimously in the last Congress and again in the early days of the present Congress.

American Firms Handicapped

"The position of The Merchants' Association of New York in favor of the legislation in question has been taken only after a thorough study of the factors affecting the development and maintenance of American commerce in China. It is our belief that unless American firms are permitted to incorporate under Federal protection, as provided in the bill, it will be difficult, if not impossible, for them to meet the competition of the nationals of other countries whose interests are more securely safeguarded by the laws of their home countries.

"You are doubtless aware that in the past certain American firms doing business in China gained the desired protection through incorporation or organization under the protection of a foreign

country, usually Great Britain. This protection is no longer available. A large number of prominent business houses in New York City doing business in China are directly and gravely affected. The sentiment of all American houses having a knowledge of the situation is, we believe, unanimously in favor of the legislation.

Has Passed the House

"As stated above, the bill passed the House almost unanimously. We understand that there is practically no opposition to the measure in the Senate, action being delayed largely because of inertia, and the pressure of other measures.

"The Merchants' Association would appreciate it if you would be good enough to make inquiry regarding the status of this measure and, if you deem it wise, lend your active support to securing early enactment. We understand that Senator Brandegee, a member of the Senate Committee on the Judiciary which has reported the bill, is a warm advocate of the measure."

AUSTRALIAN DUTY

Allowance Is Made in Certain Cases for Payments Made in the United States

On any goods subject to ad valorem duty in Australia on which there has been paid in United States an Excise Tax or Duty or an Import Duty on the particular parcel which is being ultimately shipped to Australia, in order to arrive at the free on board value, the importer in Australia is allowed to deduct the amount of such Excise Tax or Duty, or Import Duty from the domestic value ruling for such commodities as offered in the United States for domestic consumption on date of shipment.

It must be distinctly understood, however, that this concession is not allowed where the goods in question, after paying Import or Excise Duty, have been in any way further manufactured or incorporated into other goods.

It will be necessary, therefore, for exporters to show on their invoices the actual amount of Excise or Import Duty, if any, paid on goods coming under this category which they are exporting to Australia.

The actual ruling of the Customs is known as Circular Memorandum 21/19700.

PORTO RICO MAIL SERVICE DEFICIENT

Protest Is Made to Post Office Department Against Only One Mail a Week

BUSINESS MEN ARE HANDICAPPED

Inadequate mail service to Porto Rico from this City is the subject of a letter sent by The Merchants' Association to Postmaster General Will H. Hays.

Wants Better Service

The request for an improvement of the service appears in the letter as follows:

"It is reported to The Merchants' Association of New York that a change in the sailings of vessels carrying mail between New York and Porto Rico has brought about a single mail per week instead of the two mails per week customary prior to the change. This appears to be due to a change in the schedule of the 'Red D' Line. Formerly schedules of the New York & Porto Rico Steamship Company and the 'Red D' Line, each carrying mails between New York and Porto Rico, were arranged so that they did not conflict, thereby furnishing two mail deliveries each week. The change in the schedule of the 'Red D' Line results in practically coincidental sailings, with one mail each way per week.

Business Handicapped

"The object of this letter is to make inquiry with respect to the correctness of this report and, if the facts are as above stated, to suggest that consideration be given to the possibility of a return to the former plan. Business men desiring to keep in touch with correspondents in Porto Rico are materially handicapped by the change, because of the lack of prompt mail service.

"Any improvement in the service which you may be able to arrange will be cordially appreciated."

THE TIDE OF GOLD

Since 1821, when the first official record was made of gold imported into this country, \$5,016,000,000 in gold has been brought in and, of this, 52 per cent was imported since the outbreak of the World War in 1914.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

WHAT THE FOREIGN TRADE BUREAU DOES FOR MEMBERS

Service Which It Performs Without Charge for the Promotion of Trade with Other Countries and the Development of Foreign Commerce

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The Merchants' Association maintains various service bureaus to furnish direct aid and assistance to its members in connection with their business problems. The Foreign Trade Bureau, which has grown steadily in importance and value, is always glad to further the foreign trade interests of members of The Association.

Forms of Service Rendered

The following list includes the chief forms of service of The Association through the Foreign Trade Bureau. Any member desiring such assistance should promptly get in touch with the Bureau. If information or assistance of a character not mentioned is desired, the problem should be taken up with the Bureau. The service will be given if possible.

For Both Exporters and Importers

I

Trade Opportunities. Lists of hundreds of members interested in the sale, purchase or agency of goods in foreign trade are sent out daily at the request of inquirers abroad. All members interested in this service should file the necessary information with the Bureau.

II

Lists. Lists of foreign or domestic houses are carefully prepared for members on request. These include the names of importers, wholesalers, commission merchants, etc., in foreign cities; export agents and export commission houses in New York handling general merchandise or specified articles in each foreign country; foreign freight forwarders, marine insurance agents, brokers and adjusters; manufacturers and dealers in the United States of any article; banks having branches or correspondents in different foreign cities; importers, wholesalers, brokers and other purchasers of imported merchandise; houses acting as American agents or distributors for foreign exporters; custom house brokers, etc.

III

Directories. Many business directories of foreign countries are on file and

may be consulted. Lists of reasonable length are willingly prepared from directories for members.

IV

Shipments. Information furnished concerning shipping routes, rates, average time in transit, etc., to all parts of the world; standard definitions of terms commonly used in connection with international shipments. Standards of weight and measurement in effect abroad and standardized specifications of merchandise so far as available, together with packing weights of various merchandise for export, are on file.

V

Parcel Post. Rules and regulations controlling the forwarding of merchandise by parcel post to foreign countries.

VI

Business Customs. Investigations made to determine business customs and practices in the United States and foreign countries.

VII

Consulates, Commercial Organizations, Government Agencies. The Bureau furnishes addresses and telephone number of foreign Consulates in New York, names of American Consuls abroad, and agents of the United States Government at home and abroad who aid foreign commerce; also names and addresses of commercial organizations of foreign countries located in New York, American commercial organizations located in foreign cities, and leading native commercial organizations in every city in the world.

VIII

Statistics. Reports and statistical statements are prepared showing the foreign commerce of the United States and all foreign countries.

IX

Mail and Cables. Information is furnished regarding mail and cable communications, including the commercial language of each country, time mail is in transit, codes used, average cost per word of cabling to foreign points and information regarding coding and decoding cable messages.

X

Letters of Introduction. Letters of introduction are given to members go-

ing abroad which are addressed to commercial organizations, firms and individuals in foreign cities who are prepared to assist our members.

XI

Exchange and Prices. The exchange value of foreign moneys on any given day will be furnished, also prices of staple commodities as quoted in New York.

XII

Commercial Disputes. The Bureau endeavors to aid members in bringing misunderstandings and disagreements with foreign houses to a satisfactory conclusion.

XIII

Foreign Markets and Business Conditions. Reports on general business conditions in foreign countries and opportunities for marketing American products in foreign countries are prepared on request.

XIV

Expositions. Data are on file concerning governmental and private expositions abroad suitable for displaying American merchandise.

XV

Pending Legislation. Information furnished regarding legislation pending in Washington affecting the foreign trade of the United States. The Association frequently attempts to bring about, modify or defeat Federal legislation affecting overseas business. The Bureau is always glad to hear from and cooperate with members in these matters.

For Exporters

I

Foreign Tariff Rates. The tariff rates of all foreign countries are available in the Bureau and will be quoted promptly, subject to confirmation from the Tariff Bureau in Washington.

II

Laws and Regulations of Foreign Governments. Through the Department of State The Association has frequently suggested changes in foreign laws and regulations which affect American business. The Bureau is glad to hear from members regarding such obstacles.

FOREIGN TRADE SERVICE IS GIVEN TO MEMBERS

III

Trademarks. Procedure regarding the registration of trademarks in foreign countries is furnished.

IV

Advertising. Names of trade and general publications abroad suitable for advertising American goods, and the names of advertising agents in the United States and foreign countries are furnished on request.

For Importers

I

Tariff Rates and Customs Regulations. Information regarding tariff rates, the administrative sections of the customs laws and regulations of the United States, etc., is furnished.

II

Contract Forms. Copies of standard contract forms used in connection with the international movement of certain staple articles are on file and may be examined.

ATLANTIC TRAVEL

During the first half of 1921 a total of 242,637 passengers sailed for transatlantic destinations from the American ports on the seaboard from Boston to Galveston. More than 350,000 passengers from overseas were admitted into the United States the exact figures up until June 20 being 348,156, according to the records of the North Atlantic passenger conference. That the movement does not approach the prewar standards may be indicated by the fact that during the first six months only 100,000 more third class passengers gained admission than those who embarked for foreign ports across the Atlantic. The traffic shows an improvement over the first six months of 1920, 122,846 more having arrived and 10,175 more having sailed.

The tide of travel turned toward Europe in May, when the rush of tourists started for the other side. During the week ended June 30 there were 12,008 who sailed, while the same liners brought in only 7,550 passengers.

PRODUCTION OF MOTOR VEHICLES

The production of motor vehicles in 1920 in the United States was 2,205,197, of which 1,883,158 were passenger cars and 322,039 were trucks. The total value of these vehicles was \$2,232,927,678.

POST OFFICE PLANS BETTER SERVICE

**Postmaster General Hays Says
New York's Problems Are
Not Local but National**

FOUR LINES OF IMPROVEMENT

Postmaster General Will H. Hays recently gave an interview to the New York "Evening Post" regarding the needs of the postal situation in New York City.

Not a City Problem

"The New York postal situation is not a City problem at all," said Mr. Hays. "It is a National problem. New York is the neck of the bottle. There is more postal business done in New York City alone than in the entire Dominion of Canada.

"There has been no increase in the postal facilities of consequence since 1912 in New York City. Since 1912 there has been a 289 per cent increase in the business. The City Hall Post Office alone does more business than is done in the city of St. Louis, and the city of St. Louis is the fifth city in the United States.

Things that Must Be Done

"Some things have got to be done. The Joint Postal Commission, which is our executive committee of the Post Office Department, has been engaged for some months in studying the problems in New York. The department has been worrying about them also. The situation at the moment is that certain recommendations have been made by the engineers and accountants employed by the Joint Postal Commission, who have been acting with the experts in the Post Office Department. All of them have made recommendations to the commission, which in turn has recommended certain things to the department.

Deal with Four Problems

"These recommendations deal largely with four problems:

"(1) There is the question of some new facility at or near the General Post Office. It is proposed to erect a new station adjoining the present Post Office over the Pennsylvania tracks. This can be done either by buying the ground from the Pennsylvania and having the Government do the building or by having the Pennsylvania build and rent it or by having some third party rent the

ground and build the building and lease it to us. We are considering all phases of that question now.

"(2) A new station is recommended between Tenth and Eleventh Avenues over the New York Central tracks. It is proposed that this be built by the New York Central and leased to us. It is largely a railroad mail station. We are now negotiating with the New York Central as to price. This was recommended by the commission just as No. 1 was recommended by the commission.

"(3) Some improvement or change or reorganization of the City Hall Post office. The engineers recommended that that building be altered quickly at a cost of some \$75,000, which would take care of the immediate situation, say for five years, while the whole problem was worked out. In our investigation, however, we find that the facilities at the City Hall Post Office are entirely inadequate. It is antiquated and unsanitary, as well as unsightly, and simply is not the kind of plant which must be there or in that vicinity to do the job properly.

"(4) The entire tube situation is up for consideration. Of course, we should reestablish the tubes. They are an auxiliary service, not a panacea. They will do just what they will do and they are worth just what they are worth. If they carry one letter once every twenty-four hours they are worth so much, and if they carry a million letters every twenty-four hours they are worth so much. It is certainly possible to agree upon just what they are worth so that the Government gets the full value. We are working on that.

Advisory Committee

"To help the department arrive at right conclusions we have appointed a special committee, which is acting with us and advising the Postmaster General in connection with the whole matter. On this committee are Messrs. Darwin P. Kingsley, President of the New York Life Insurance Company; William Fellowes Morgan, President of the New York Merchants' Association; Clarence H. Kelsey, President of the Guaranty Trust Company, who knows all about real estate values; Alfred H. Smith, former Governor, who is thoroughly acquainted with New York and knows the distribution business; and Colonel Michael Friedsam, of Altman and Company, who is a large user of the mails.

"We are approaching the whole problem with a full appreciation of its magnitude."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

IN DEFENSE OF CIVIL SERVICE

This Association Opposes Plan to Give War Veterans Preference in Public Appointments

REASONS FOR ITS OPPOSITION

The Merchants' Association has reiterated its opposition to the proposal to give preference in civil service appointments to veterans of the Army, Navy or Marine Corps of the United States.

Reasons for Opposition

Protest was made by The Association against this plan last February, when it was pending in the Legislature. It was, however, approved and it will be submitted to the voters on Election Day in the form of an amendment to the State constitution.

The Association urges the defeat of this amendment for the reasons which it advanced against it last winter in a letter to members of the Legislature, as follows:

"We wish to record our opposition to Senate Bill Int. 82, Print 83 (Mr. Baumes), which provides for the preference in civil service appointment of veterans who shall have served in the Army, Navy or Marine Corps of the United States. This measure creates an enormous preferred class, members of which with only minimum qualifications may in great numbers be injected into the civil service. The standard of the service would thereby inevitably be greatly impaired and in the course of time many, if not most, of the principal positions would be held by appointees incapable by reason of age, physical disability and inferior mentality of properly performing the duty involved.

Would Block Promotion

"The presence of the names of a considerable number of veterans upon any civil service list would have the effect in many cases of precluding the selection, promotion or advancement of civil servants of experience and proved capacity, to their great discouragement. This condition would tend to the gradual withdrawal from the public service of the class most desirable and by destroying the incentive of reward would create very low standards of duty and service. We believe that such a result caused by the creation of a preferred class would

be a calamity and should not by any means be brought about.

Grossly Unjust

"Irrespective of this harmful effect upon the service as a whole, the preference proposed is in itself grossly unjust. It excludes from preferment not only the ablest members of the large classes of public servants such as teachers, firemen and policemen, but also disregards the fact that many members of those classes have rendered service to the State and Nation equally patriotic and self-sacrificing with that rendered by soldiers and sailors. Many of these people willing and anxious to perform military duty, were prevented from doing so by compulsory exemption in order that they might be kept at home to perform services of which the Nation was in pressing need. This is particularly true of policemen and firemen.

Does Not Discriminate

"Moreover, it will not be contended that highly trained women teachers are not constantly performing a public service of great benefit and value. Upon the latter class the provisions of this bill would bear with peculiarly oppressive force. Nor does the bill discriminate as between that class of veterans who risked their lives at the front and the larger class who in fact took no active part in the war and incurred no serious danger. This State has already made liberal provision for rewarding its citizens who were in the military and naval service by appropriating \$45,000,000 for their benefit.

"We are not unregardful of the reward due to patriotism, but we are firmly of the opinion that any such reward should not take such form as to impair the efficiency of the public service and sacrifice the just rights of those employed in it. For these reasons we respectfully urge that you do not support the measure alluded to."

MORE CONVENTIONS

The Convention Bureau of The Merchants' Association announces the following additions to, and change in the list of October conventions published on September 26 in "Greater New York":

Vacuum Oil Company, Sales Conference, October 25-28.

National Association of Refrigerator Manufacturers, October 25.

American Iron and Steel Institute, listed October 28, postponed to November 18.

IF YOU SEE HER GET HER ADDRESS

Publisher of the Magazines She Sells "for the Blind Soldiers" Wants to Know

SHE MAY CALL AT ANY TIME

Prepared by the Bureau of Advice and Information of the Charity Organization Society

Are you interested in the blind? Yes? Then a persistent solicitor is looking for you.

Proceeds for Blind Soldiers

She is a genteel looking woman, but she has a firm, determined way with her. She will come into your office soon or she may stop you on the street and urge you to buy one of her magazines—"Life and Health," "Liberty," or one of the others. "It costs only twenty-five cents and the proceeds go to the relief of the blind soldier" so she says.

If you buy one you will read articles about diet, essential foods, skin diseases. Thanksgiving recipes, traveling with small children, little talks on great matters, the biggest grafter in America and a variety of other subjects, but not a word about the blind soldier, his interests or his needs.

Name and Address Wanted

Now let it be known that our little woman is not the publisher of these magazines but that she *buys* them at a price. Moreover, she is responsible to no one for the proportion of the proceeds which she bestows upon her alleged charity. The publisher himself admits quite frankly that he makes a profit on them and that they are not published in the interest of the soldiers either blind or sighted. He claims that he wants them sold without any appeal but on their merits as magazines. He states also that he wishes to know the name and address of the woman in question. When she calls on you, will you try to secure this information and will you send it to the Bureau of Advice and Information? If so, she probably will not call upon you again.

For further information on this and other appeals made to them, members of The Merchants' Association may apply to the Bureau of Advice and Information, 105 East Twenty-second Street.

Why not file "Greater New York"?

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, OCTOBER 31, 1921

No. 39

Business Opposed Compromise in Railroad Strike

Commercial Organizations Took the Lead Throughout the Country in Preparing to Meet a Tie-up of the Transportation Lines—Rallied Everywhere to the Support of the Federal Authorities and Protested Against Any Attempt to Purchase Peace

Commercial organizations all over the country took energetic measures last week to prevent the paralysis of business and to safeguard their communities in case the threat of the railroad unions to strike should become a reality.

Federal Authorities Upheld

Sentiment was embodied in resolutions similar to those adopted by The Merchants' Association and these were sent by the score to Washington for the purpose of assuring the Federal authorities of support in such measures as they might see fit to take up to keep the railroads running.

The firm attitude of business had a strong influence in shaping public opinion which, according to the Brotherhood leaders, compelled them to abandon their purpose to paralyze railway traffic if their demands were rejected.

Port Committee Called Upon

Governor Miller called upon the standing Advisory Council of the Port of New York Authority to prepare for a strike. The Merchants' Association is represented in this committee by Mr. William Fellowes Morgan, its President, Mr. H. B. Walker, Mr. Frank A. Horne and Col. F. A. Molitor.

The Governor took measures to keep the Erie Canal system open for the transportation of food and raw materials from the Great Lakes.

The Chamber of Commerce of the

Pledge Appreciated

The Merchants' Association has received from Mr. George B. Christian, Jr., Secretary to President Harding, the following acknowledgment of its resolutions relating to the railroad strikes:

"I wish to acknowledge the receipt of your letter of October 19th, with enclosure, and to say that I shall be glad to bring it to the attention of the President, who, I know will deeply appreciate your pledge of support and cooperation."

"Assuring you that the matter to which you refer is having serious consideration."

United States reports that many telegrams are being received from its constituent organizations, the trend of which is shown by the following quotations:

"The proposal that the railroad employees strike is drawing the severest condemnation from communities."

"There is substantial sentiment that the time has come to fight the issue through without compromise."

"The public does not intend to sit quietly by without action when an effort is being made to choke it into submission."

"The fullest support will be given the constituted authorities in any

action they may take to keep the transportation lines open.

"Commercial organizations will make every effort to keep up a constant flow of the necessities of life."

"Many communities report the acquisition of stocks of foodstuffs."

"Truck lines are being projected to move freight that must be transported."

"Communities are getting ready to run campaigns for recruiting men to operate necessary trains in the event that the strike is successful."

Enlisting Volunteers

The Boston Chamber of Commerce is advertising for voluntary train crews and is registering them at its headquarters. The Chamber of Commerce in Buffalo is assembling fleets of motor trucks and has divided the city into zones, each with a zone organization, to facilitate the distribution of the necessities of life. Similar measures are being taken all over the country in every center of population.

Average Railroad Pay

Statistics compiled by the United States Railroad Labor Board in its consideration of the wages of railroad employees show that the average daily rate of pay for all grades of work now is \$4.54, as compared with an average rate of \$2.87 in 1917. The present rate in-

WAGE REDUCTION THAT BROUGHT STRIKE VOTE

cludes the wage cut authorized July 1 by the Board. This cut averaged about 12 1/2 per cent.

The following table is taken from the Labor Board figures, column 1 showing the percentage of cut in the July wage decision, column 2 the percentage still remaining over December, 1917, wages, column 3 the average rate of pay per day now, and column 4 the average rate of pay per day in 1917:

Supervisory forces.....	6.3	63.4	\$8.01	\$5.34
Clerical and station.....	12.2	64.6	4.18	2.64
Maintenance of way and unskilled.....	17.4	55.7	3.35	2.15
Shop employees.....	10.5	54.0	5.47	3.55
Telegraphers, etc.....	8.9	52.8	4.34	2.65
Engine service employees	9.4	59.9	5.81	3.82
Train service.....	10.7	64.5	5.35	3.32
Stationary engineers and firemen.....	12.7	52.3	4.19	2.18
Signal department.....	10.00	66.6	5.50	3.30
Marine department.....	9.8	52.8	5.69	5.02
Present average for all grades of employees, \$4.54.				
1917 average for all grades of employees, \$2.87.				

Railroad Employees

Interstate Commerce Commission Says They Number 1,800,000

The latest official figures on all American railroads, given out by the Interstate Commerce Commission, show 1,586,143 as the average number of employees in service the month of June, 1921. Railroad officials say that there has been an increase in employment since that date, possibly bringing the figure up to 1,800,000.

A rough classification of the railroad workers shows the following figures: Train service employees, 298,850; shop men, 401,100; maintenance of way employees, 368,900; station service employees, 126,000; clerical force, 228,440; miscellaneous, 162,853.

Figures given out by the labor organizations have said that approximately 2,000,000 men would be affected in the rail strike.

LOSS OF LIFE BY FIRE

Fifteen thousand people lost their lives on account of fire last year in this country and Canada, or over a quarter of the battle deaths of the American Expeditionary Forces in eighteen months of war. Sixty thousand other persons during the same period were injured.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

BUILDING PROBE IS NOT COMPLETE

Mr. Untermeyer Hints that New Revelations Will Be Made When Hearings Resume

READY TO HELP REDUCE COSTS

Mr. Samuel Untermeyer, Counsel for the Lockwood Investigating Committee, has replied to The Merchants' Association's letter reiterating its request for the elimination of an increase in wages which was inserted in the contract between the Building Trades Employers' Association and the Building Trades Council by Robert P. Brindell.

Offers to Cooperate

Mr. Untermeyer offers to cooperate in every possible way and he hints that when the Lockwood Committee resumes its sessions next month new revelations will be forthcoming. His letter is as follows:

"Your letter of the 11th instant presents a difficult and almost insoluble problem.

"There can be no question about the abstract justice of your position. On the other hand we must not blink the fact that the members of the Building Trades Council have a written agreement for the maintenance of the wage scale until April, 1922. I think they are unwise in insisting upon it under existing conditions, but it is evident that they will not forego what they regard as their advantage and what seems to me as a disadvantage and the basis for a future day of reckoning.

Asks for Suggestions

"If you can point out any concrete thing that the Lockwood Committee can do to bring about the consent of the Building Trades Council to the modification of this agreement, I shall be pleased to know what it is. In my judgment, there has been no drastic reform in the Council. There are now men on the Board whom I regard as upright, but they are in the minority.

Encouraged by Employers

"The Building Trades Employers' Association is, in my judgment, a more vicious organization than the Council. It encourages the insistence upon these demands, in return for which the con-

stituent associations, I have no doubt, continue to get preferences in the way of union labor, under cover, although the formal agreements assuring such preferences have been rescinded. I believe that there is evidence of criminal conspiracy between the Council and the Association, but it would be a Herculean task to conduct that prosecution. By the time it is over the present contract with the Council will have ended and the law of supply and demand in the labor market will have solved the problem.

Efficiency Rules

"Upon the question of efficiency, if your Association will point out the particular rules and practices in the building trades to which you refer, I will put the heads of these unions on the witness stand and attempt to enforce the abrogation of these rules and practices through the force of public opinion, if it can be done in that way. These rules are not illegal and there is no other way of bringing the necessary pressure to bear. We keenly appreciate the situation and you may rely upon our active cooperation in any practical step that can be suggested for correcting the existing situation.

Appreciates This Association's Attitude

"The Committee is very appreciative of the attitude of your Association toward its labors as evidenced by the resolution passed by your Board of Directors on December 16, 1920, and we hope to continue to deserve your good opinion and good will.

"Our investigation into these labor conditions is still far from completed and I am expecting to take up another phase of that situation when we reconvene in November."

NEW YORK'S LUMBER OUT

According to State and National authorities, the lumber cut in New York State during the three years which ended with 1920, was as follows:

Species	1920	1919	1918
Hemlock	74,004	79,062	70,159
Maple	72,724	56,584	46,691
White pine..	66,811	49,320	59,943
Beech	42,982	32,463	31,573
Birch	33,321	29,719	21,002
Oak	32,157	34,051	25,406
Spruce	27,832	29,841	25,433
Chestnut	17,750	14,863	14,115
Basswood	14,824	10,923	12,265
Ash	8,368	5,106	8,974
Elm	6,879	5,710	6,391
All other....	11,881	14,862	7,091
Totals	410,909	357,764	323,941
Total value	\$19,759,193	\$14,609,932	\$10,143,428
Average value per 1,000 feet	\$48.09	\$40.83	\$30.85

CHICAGO DEEMS DAYLIGHT SAVING A GREAT BOON

Season in the Western City Ended Yesterday and "Chicago Commerce" Calls It a Pronounced Success—Reform Was Adopted There by a Vote of the People

Strong testimony in favor of Daylight Saving is given by Chicago, where the reform was adopted by vote of the people at the polls. The Daylight Saving season ended in Chicago yesterday, and "Chicago Commerce," which is published by the Chicago Association of Commerce, gives a summary of the results.

What "Chicago Commerce" Says

"Chicago's seven months' experience with the Daylight Saving plan which was adopted at the polls November 2, 1920," it says, "has proved a decided success. At 2 o'clock Sunday morning, October 30, every clock in Chicago is to be set back one hour for the period during which winter, or standard, time is to be restored.

"The absence of criticism of the plan during the period while Daylight Saving has been in use shows how well the idea has been liked. The extra hour of daylight has been accepted gratefully and has been enjoyed to the full all through the summer, as well as during parts of the spring and fall. There can be no question but that it has been a great boon to Chicagoans, as well as to residents of nearby communities, who also adopted it.

Economic Benefits

"The economic benefits of Daylight Saving have been large. The plan has been in effect since the last Sunday in March. This system of having Daylight Saving between the last Sunday in March and the last Sunday in October is the same as that adopted by the Federal Government during the war period.

"Legal adoption of the Daylight Saving plan was largely due to the efforts of the Committee on Daylight Saving of The Chicago Association of Commerce, of which Elmer T. Stevens is Chairman. The other members who aided in the movement were: John Fletcher, H. S. Henschen, I. Hirsch, Harry E. Kelly, Eugene U. Kimbark, Cornelius Lynde, L. W. Landman, George W. Montgomery and John T. Stockton. The campaign actually began in the fall of 1919, when Congress repealed the Daylight Saving Act which had been in effect all over the nation since war times. The 1921 ordinance was passed by the City Council, August 26, 1920. It was presented by

Alderman Guy Guernsey. Previously an effort to get an ordinance through was made by Alderman Timothy A. Hogan. After its passage by the Council the Guernsey ordinance was adopted by a referendum vote.

A Business View

"With reference to the working of the Daylight Saving plan during the present season, Mr. Stevens said:

"Our experience in Chicago this year has proven to me conclusively that Daylight Saving is an actual boon to city dwellers and that a vast majority of our people realize and appreciate its benefits. All of the bickerings about tampering with the clock and interfering with nature have been forgotten, as the people recognize that Daylight Saving is nothing more nor less than a common sense relation of hours of work to the hours of daylight. The ease with which the change of time is accomplished in the spring and fall has silenced the predictions of dire confusion that were freely made when we first advocated local action.

Known Far and Wide

"I have found that 'Chicago time' is well known in small communities hundreds of miles away, and our visitors are acquainted with the advanced time without our having to educate them after they arrive. Many Chicagoans have told me that they have used Daylight Saving at their summer homes in places remote from Chicago and found it much more satisfactory than to conform to standard time. Daylight Saving makes its strongest appeal to people who enjoy life out of doors, and this is just what the city dweller needs more than anything else.

A Settled Habit

"This is our fourth consecutive year of Daylight Saving in Chicago. I think it is safe to say that it has become a settled custom and that the sentiment in its favor will grow from year to year. Of course, Chicago by no means stands alone in this matter of advanced time. Milwaukee has Daylight Saving and every intermediate point, except Racine, was on Daylight Saving time this summer. All of the suburban and industrial cities in the Chicago district use Chicago time, as do many small cities in Wis-

consin and Michigan. If I ever had any doubts regarding the practical value of Daylight Saving they were dispelled this summer during a long hot spell, when our bathing beaches and parks were crowded as never before.

"Sentiment in the East is so strongly in favor of Daylight Saving that an effort is being made to have a bill put through Congress to establish Daylight Saving in Time Zone No. 1, or the Eastern Zone. Some opposition has been expressed, but a questionnaire sent out by the Eastern Zone Daylight Saving Association, of which A. Lincoln Filene, of Boston, is President, has shown that the majority is decidedly in favor of the plan."

RETAIL JEWELRY

Bulletin on Operating Expenses in 1920 Issued by the Harvard Business Bureau

The Bureau of Business Research of Harvard University has issued a pamphlet upon Operating Expenses of Retail Jewelry Stores in 1920.

This bulletin contains high, low, and common expense figures for the trade for the past year. The summaries are based on reports received from 182 jewelers, located in thirty-nine States. In addition to a detailed explanation of the figures the bulletin gives information on cash discounts, purchases of merchandise from various sources, and financial figures on the ratio of current assets to current liabilities, accounts and notes receivable to average monthly sales, and accounts and notes payable to average monthly purchases.

A separate study has been made this year of the practice of representative jewelry stores in classifying merchandise into departments. On the basis of reports received from ninety-four stores the Bureau has prepared a preliminary merchandise classification which is also published in this bulletin. Although in its present form it is distinctively tentative, it may serve as a guide to some merchants who contemplate departmentizing their business.

A copy of this bulletin may be obtained for \$1 from the Bureau of Business Research, Lawrence Hall, Cambridge, 38, Massachusetts.

MAY MODIFY HER CUSTOMS RULES

Consul General Foster Reports From Ottawa on Protest Made by This Association

REQUIREMENTS NOW IMPOSSIBLE

Protest has been made by The Merchants' Association on behalf of members engaged in trade with Canada against the proposal to amend the Canadian customs regulations on January 1 to provide for the marking of imported articles with the name of the country of origin.

Difficult to Meet

Some of these regulations would be extremely difficult if not impossible to meet, such as the requirement that the name of the country of origin must be stamped on every three yards of cotton cloth.

This Association called the matter to the attention of the State Department, which asked the American Consul General in Ottawa, the Hon. John G. Foster, to make inquiry. The State Department has now forwarded a report from the Consul General as follows:

"In response to Department undated instruction I have the honor to report that upon the date of its receipt, namely, September 23, 1921, I wrote to the Commissioner of Customs, representing to him the difficulty of carrying out the regulations under the new Canadian tariff applicable to the marking of all cotton goods and other textiles. I have never received from the Commissioner any reply to my letter, but I have recently taken occasion to discuss with him this subject and also the marking of fabric gloves and hosiery, mentioned in Department's Instruction of October 3.

Revision Expected

"The Commissioner informed me that he held my letter of September 23 on account of the probability that the Customs Board would consider a revision of the marking provision referred to. He has now informed me that a meeting of the Customs Board will be held during the present week and that the recommendations of the Board will later be submitted to the Minister of Customs.

"I have placed before him informally all the arguments as well as the statistics contained in the letter of The

Merchants' Association of New York, dated September 20, 1921, which was forwarded in the Department's Instruction dated October 3. I shall report to the Department as soon as I learn of the Minister's decision with reference to this matter.

Manchester Also Protests

"In this connection I beg leave to say that it is reported that firms in Manchester, England, have sent a letter to the Canadian Minister of Customs in which it is said they have declared that the regulation to mark every three yards of cloth is impracticable.

"I believe it is possible that there will be some modification of this regulation, at least, and I have urged upon the Commissioner that there should also be some modification of the regulations relating to fabric gloves and hosiery."

PRINTS ARE SHOWN

Reproductions of Famous Pictures Exhibited in Sage Foundation Building

The American Federation of Arts has just held an exhibition of color prints and photographs of famous pictures suitable for the decoration of schools and libraries at the Sage Foundation Building, Twenty-second Street and Lexington Avenue.

The prints included reproductions of works by Inness, Thayer, Millet, St. Gaudens, Blakelock, Abbey, Violet Oakley, Couse Brush, Church, Bierstadt, Whistler, Homer and others, as well as examples from older masters such as Reynolds, Vandyck, Rembrandt, Rubens, Raeburn, deHooch, Raphael, Giorgione and Titian.

This is one of fifty-five exhibitions circulated from coast to coast by the Federation in its national work in favor of American art appreciation. These exhibitions cover a long list of subjects from oil paintings and landscape gardening to tapestry and brocades, including also table china and silverware, curtain laces and wall paper.

RAILWAY MILEAGE

There are 740,000 miles of railways in the world, of which 266,000 are in the United States, 220,000 in Europe, 70,000 in Asia, 60,000 in South America, 30,000 in Africa, and 26,000 in Australia.

TOPICS OF STUDY IN FOREIGN TRADE

International Chamber of Commerce Has Questions of Importance Under Consideration

EIGHTEEN COUNTRIES MEMBERS

In announcing the decision to hold the Second Annual Meeting of the International Chamber of Commerce in Rome, Italy, during the week of September 18, 1922, the Chamber of Commerce of the United States gives a list of matters that are under consideration.

Important Topics Considered

"Great interest is being shown by American business men in the formation of committees which are to represent the United States in important matters which will come before the International body.

"Among the numerous subjects which are to be studied by the International Committees are:

- Export Credits,
- Foreign Exchange,
- Reciprocal Treatment of Foreign Banks,
- Bills of Exchange,
- Economy of Fuel,
- International Bureau of Statistics,
- International Commercial Arbitration,
- International Protection of Industrial Property,
- Unification of Tariff Nomenclature,
- Reciprocal Treatment of Commercial Travelers,
- Reform of the Calendar,
- Through Freight Trains on Great International Traffic Routes,
- Uniformity of Ships' Tonnage Measurement,
- Combined Rail and Ship Bill of Lading,
- Uniform Ocean Bills of Lading,
- Uniform Interpretation of meaning of Trade Terms,
- Uniform Passport Regulations.

Eighteen Countries Join

"Eighteen countries now hold membership in the International Chamber, and a number of other countries have applied for admission. The countries already admitted are: Argentina, Australia, Austria, Belgium, Czechoslovakia, Denmark, France, Great Britain, Italy, Japan, Luxemburg, Netherlands, Poland, Spain, Sweden, Switzerland, and the United States."

THE SITUATION IN ARGENTINA, SPAIN AND PORTUGAL

Special Reports to the Foreign Trade Bureau of The Merchants' Association Describe Business Conditions and the Outlook for Trade With the United States

Prepared by the Foreign Trade Bureau
of The Merchants' Association

The Foreign Trade Bureau of The Merchants' Association of New York published in "Greater New York" on September 19, a number of letters received from merchants in foreign countries. These letters were answers to an invitation which was sent by the Bureau to firms in other lands, to send information concerning general business conditions.

Additional letters received by the Bureau since September 19 are published below for whatever information they may contain.

ARGENTINA Buenos Aires

"Commercial Situation of the Argentine Republic—For about 4 years past the commercial situation in this country has steadily become more unsatisfactory and worse and at the present time the Argentine market is almost entirely at a standstill. Buenos Aires is the central emporium, the filter, so to say, through which pass and where converge the manifestation of the economic life of the entire nation. Now for the last three years the wool clip has been accumulating without any outlet, which spells practically entire ruin to a vast and rich territory of this country, Patagonia. Hides are in a similar situation. Grain, after the war, suffered a large drop in price, the very grain that had risen so much during the war, due to deficient production in other quarters of the world and due to farmers and tillers of the soil having been called to the colors. The same is the case now with meat. Due to the enormous profits that were being made, during the war, on grain, wool, hides, meat, etc., large capitals were invested in ventures and speculations of this kind, and the production does not find at the present time any outlet on foreign markets. The Fordney Act in the United States, approved of late, has dispelled the last hope that the export of these products to the United States would be resumed in due course, as during the war. Under the circumstances borrowers are unable to pay back the money they borrowed from the banks for this business. Extensions are an ordinary thing now with banks, and the worst is that there is no telling how this critical situation will be settled. Under the circumstances the vast Argentine country side and the cities in the interior are dragging on a life of retrenchment and economies. This is the reason why many wholesale houses of this city have decided to abstain this year from sending out to the interior their travelling salesmen, as they know that any expense incurred in this connection would be absolutely barren of results.

"Another fundamental cause of this situation is the sudden depreciation of our currency, which has suffered a large drop, especially in terms of the United States dollar, which has risen on this market to unprecedented levels. This rise in the dollar exchange has compelled importers of merchandise from your country to refuse to take delivery of the goods and to pay invoices at the enormous prices resulting from the prevailing exchange rate. To this factor there was added the general drop in prices due to European competition, especially German competition. These stocks of merchandise, lying in the bonded warehouses and running into many millions of gold pesos, weigh heavily on the market, nobody daring to make purchases abroad, fearing that at any moment these stocks may be thrown on the market at sacrifice prices, which would expose the importer of goods at factory prices to severe losses.

"Facilities for Purchasing Merchandise and Products Abroad—During eight or ten months

past a veritable cloud of representatives and agents of manufacturers and commission firms of all parts of Germany has invaded all corners of this country. They do business, they book large and small orders, and they fill same to the entire satisfaction of customers. They handle all kinds of materials and articles; from glassware, stationery, drugs, etc., to ironware, hardware, machinery, raw materials, etc. They offer to customers all kinds of facilities for payments. Furthermore, they have on their side the considerable depreciation of the mark, which makes it possible for importers of German articles and products to secure good profits. The time granted for payment and the payment terms in general are made to suit the desires and requirements of importers. An example will give you a better insight into the situation. Our firm, eight or nine months ago, purchased by way of trial from a Thuringian manufacturer, \$750.00 worth of glassware. Payment against shipping documents through Banco Aleman Transatlantico. After this first transaction we asked to be granted payment by 90 days sight draft acceptance, and now we have on hand merchandise of this manufacturer bought on the basis of the payment terms demanded by us and granted immediately by the manufacturer. This fact speaks for itself, so much the more if it is considered that our relations with this manufacturer were of very recent date and he hardly knew our firm. However, he has trusted us and by doing so he secured a customer more. Furthermore the large commission merchants and exporters of Hamburg, Berlin, Bremen and other German commercial cities and centers are consigning to their representatives and agents lots of merchandise at factory cost prices, for them to dispose of these stocks in fractional lots at the best prices that can be secured. We have just entered into contracts with _____ of Hamburg to sell, on a large scale, stocks of a most varied range of goods, which will be consigned to us at actual net factory prices.

"Business With the United States—Business with the United States is impossible for the following reasons: (1) The abnormal exchange rate, which entails a 50 per cent overcharge on all kinds of goods originating from the United States. (2) The requirements of manufacturers and exporters in the United States who not only are unwilling to grant facilities for payment to their customers, namely, suitable credit terms, but are considering purchasers as something to be squeezed to the limit. If you could see the manners of these German manufacturers and representatives, so subtly insinuating, you would be surprised. As a rule, merchants in this country are reliable. If sometimes they experience difficulties in meeting their engagements, that is not a valid reason why they should be stifled, why they should be asked for vexatious securities, etc. We know that the American export trade has made great strides along the path outlined by us. For this reason we believe that upon the dollar exchange rate reverting to a normal level and upon this national crisis which is the outcome of the world economic and financial crisis coming to an end, it will be possible to resume business relations with your country. Of course we cannot refrain from pointing out that the Tariff Revision carried out in the United States of late certainly does not act as a stimulus for the resumption of trade between Argentina and the United States, because, with the exporting of its natural products barred, as they will be, from such a large market as the United States, the purchasing power of our country on your market will be to a great extent destroyed."

SPAIN Barcelona

"At the present time, and in spite of the fact that our market is in a rather normal condition, and that quite a large business is being done, it is absolutely restricted to domestic products and to the stocks of foreign goods still remaining here, the present time is not an opportune one for making transactions with firms abroad, especially with the United States, and this for two important reasons: The first is that the present custom house tariff is of a transitory nature, and the rates are very high and it is, therefore, expected here that at the end of the present year the same will be changed, but in view of this insecurity nobody wants to take

any risks; furthermore, there is the difference of the exchange rate between the peseta and the dollar, for which reason it is impossible to import goods from your country with the exception of a few lines of products which must be purchased there."

Zaragoza

"During the war Spain has been a large importer of American products, but the fact ought not to be disregarded that American manufacturers have been so deeply absorbed in perfecting their organization and their resources; a task which has entailed, in spite of systematized and large scale production, an ever greater increase in the price of the manufactured products; that they have lost sight of the fact that their products, in spite of their entirely satisfactory quality, were going to prove to be too expensive for the financial capacity of our people. The Spanish market, although it has evolved a taste for fine and high grade products, is still in the main a market calling for cheap goods, which, as a rule, are not to be had in your country. If on top of all this, account is taken of the high dollar exchange rate and of the very high import custom duties, one is led to the conclusion that Spanish purchases of manufactured products in America are bound to decrease still further. On the other hand there will be an increase in the importation of such raw materials as are not produced in this country, such as lumber, hardwood, cotton, phosphates, etc.

"There is a matter which deserves special attention. It is regrettable that in a country where organization has been brought to such a degree of perfection they are demanding payment against letter of credit on American bank. Of course this manner of transacting business will gradually be extended to all markets, but this system, however widely adopted, marks, none the less, a step backwards. To afford to the merchant the necessary facilities by the granting of duly protected credits, to make available to the manufacturer the necessary banking credit by affording him facilities for negotiating his drafts, this is real PROGRESS. This is a most important point, so important, in fact, as to warrant the forecast that even such an eminently American product as agricultural implements and machinery will be shut out of our market by the competition of other foreign countries."

PORTUGAL

Lisbon

"It seems to us that our commercial relations with your country are susceptible of a large development in the future, especially if American merchants and exporters are willing to adapt themselves to the general conditions of European commerce.

"We mean by this that if you do not make conditions identical with those which the French, English and Germans accord to their customers, among other facilities the granting of credit, it is not possible to develop business between our two countries.

"Certain German houses have already returned to conditions offered before the war and are granting delays in payments which extend between three and six months, according to the merchandise."

THE SIZE OF FAMILIES

As shown by the 1920 census, the average size of families was greatest in Southern States and smallest in Western States, the bureau announced. The number of persons to a dwelling was greatest in the New England and Middle Atlantic States and smallest in the Western States. Among individual States the average to a family in 1920 ranged from 3.5, in Nevada, to 5 in North Carolina, and to a dwelling from 3.7 in Nevada, to 7.8 in New York.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE NEW YORK STATE BARGE CANAL

The tour of inspection which has just been made for the purpose of exhibiting the facilities and advantages of the New York State Barge Canal system was both necessary and timely.

The enlargement of the Erie Canal was completed just at the outbreak of the war. The Government took control of the great waterway as a part of the country's transportation system and it retained control long after it had relinquished the railroads. This did not tend to promote the use of the canal by private shippers.

During the war all commerce was violently dislocated. The channel of the canal was finished before the terminals and equipment were ready. Although The Merchants' Association and other commercial organizations did their utmost to call attention to the canal and promote its use, the tonnage moved upon it has remained far below its capacity.

The tour will do much to call attention to the canal. It is incredible that this means of cheap transportation shall continue to be neglected in the future as it has been in the past.

VOTE AGAINST THIS AMENDMENT!

Among the amendments to the New York State Constitution which will be submitted to the voters for their approval on election day is one providing that men who have served in the United States Army, Navy or Marine Corps shall constitute a preferred class for appointment in the civil service.

The Merchants' Association is against this amendment because it would practically destroy the merit system in the civil service by loading the eligible lists with so large a number of preferred names that civil servants of experience and proved capacity would have practically no chance of advancement. It would have the effect of lowering standards in such branches of public service as the schools, the Fire Department and Police Department.

The State has already voted a bonus amounting to \$45,000,000 for distribu-

tion among the former service men and the sacrifice of the public service in order to make further provision for them should be prevented. Vote the amendment down!

THE TAXATION OF BILLBOARDS

The Merchants' Association is not in favor of exempting billboards from taxation. It expressed its opinion upon this method of raising revenue when a report from its Committee on Taxation and Public Revenue was recently laid before the Directors for their approval. This report recommended that no action be taken upon the proposal to levy a Federal tax on billboards and signs. It was explained to the Directors that the Committee was actuated in making this recommendation by a desire to exert influence for the simplification of the Federal tax plan and the abolition of small taxes from a number of different sources.

The Board disapproved the recommendation after full consideration of the aesthetic effect of billboards and of Federal taxation as a means of controlling the use of billboards throughout the country. The vote of the Board was unanimous.

DAYLIGHT SAVING IN CHICAGO

The City of Chicago, like the City of New York, is strongly in favor of Daylight Saving. The Chicago Association of Commerce carried on the campaign for it there as The Merchants' Association fought for it here. The Chicago Daylight Saving season is longer than the Daylight Saving period in the East. It has only just ended, and on another page an interesting summary of the results will be found.

Daylight Saving is common sense applied to every-day life. The only wonder is that it was not adopted long ago.

Changes of any kind in established customs are always slow, but the reform of the clock is well worth waiting for.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Praise for Merchants' Association's 1921 Record

Other Commercial Organizations, Both in New York City and Outside, Express Their Admiration for Its Work and Methods in Acknowledging Receipt of the Year Book Just Issued—Find Useful Information in "Greater New York"

In letters acknowledging receipt of the 1921 Year Book, which is now being distributed, The Merchants' Association is receiving many commendatory references to the Year Book and to "Greater New York." In notifying recipients that the Year Book is being sent to them, they were asked to say whether they desire to continue receiving the latter publication.

Always of Interest

Following are extracts from letters received:

Mr. J. B. Walker, Secretary of the Transit Commission of the State of New York: "I have to acknowledge, with thanks, receipt of your letter of October 5, together with a copy of The Association's Year Book for 1921, which is always of great interest to me, and a valuable addition to the Commission's library."

American Hominy Company, 17 Battery Place, New York City: "Please let us thank you for the Year Book for 1921, and we certainly compliment the authorities who were responsible for its get up."

Little Rock Board of Commerce, Little Rock, Arkansas: "I am very glad indeed to acknowledge receipt of your Year Book for 1921. It is gotten up in splendid shape and is a very comprehensive report, full of information."

Find Them Interesting

Chamber of Commerce of Bellingham, Bellingham, Washington: "We shall be very pleased to receive your publications in the future, as we find them not only interesting but they contain some very valuable information from time to time."

Oakland Chamber of Commerce, Oakland, California: "We have always found this volume of great interest and the constructive programme of work which you follow gives us many valuable ideas."

Merchants Exchange of St. Louis, Missouri: "I have pleasure in acknowledging receipt of copy of The Association's Year Book for 1921, which came to hand recently. I have found much interest in looking over the annual reports to The Association by your Presi-

DAVENPORT CHAMBER OF COMMERCE

Davenport, Iowa, October 5, 1921.

The Merchants' Association of New York, 233 Broadway, New York City.

Dear Sirs: We have your kind favor of September 28, notifying us that you are sending us, under separate cover, a copy of the Year Book for 1921 issued by The Merchants' Association of New York City. The book reached us this morning.

We have always found your Year Book of interest and value to our members. We have an extensive directory library, but unfortunately are unable to get copies of the New York directory which are recent. We find that the alphabetical and classified list of members of your association, which are contained in your Year Book, serves as a directory of the principal business interests of New York City, and it is frequently referred to by our members and by others who call on us for information concerning New York firms.

Very truly yours,

*J. C. McCARTHY,
Secretary.*

dent, yourself, and the heads of various departments.

Gets Help for Work

Chamber of Commerce of Bayonne, New Jersey: "Copy of The Association's Year Book for 1921, which covers the activities of The Association for the period from May 1, 1920, to April 30, 1921, has been received. It is an achievement well worthy of The Merchants' Association of New York and I desire to extend my humble compliments at this time. I have found much of interest and help in my work here in the weekly publication 'Greater New York,' copies of which I have been receiving and will be very glad to continue to receive."

The Newark Chamber of Commerce, Newark, Ohio: "I wish to congratulate

you upon The Association's Year Book. While I have not as yet read it all, I have been very much interested in what I have read and will be able to get some valuable suggestions concerning my own work from it. Moreover, the directory in the back will be of service to our members, many of whom make trips to New York to buy goods."

Up to Standard

Chamber of Commerce of Cedar Rapids, Iowa: "I have examined with much interest your Year Book for 1921. It is fully equal in its preparation and style to your previous reports, and shows a very satisfactory scope of the activities of your Association and also a noticeable growth in your membership."

Association of Commerce of Pekin, Illinois: "The Year Book is a splendid publication and a credit to your organization."

National Statistical and Efficiency Bureau, Los Angeles, California: "Your publication has been greatly appreciated for the past two years. If copies are sent to our Public Library, it will be possible for us to see them there as required and help you cut the high cost of living that much."

Merchants' Exchange of Ottumwa, Iowa: "Your weekly publications are very interesting and instructive and we enjoy receiving them."

Lexington Board of Commerce, Lexington, Kentucky: "We never fail to peruse 'Greater New York' and consider it one of the best commercial organization bulletins published."

Merchants' and Manufacturers' Association, Redlands, California: "We have found your publications very valuable and appreciate having them sent regularly."

Civic and Commerce Association, Eau Claire, Wisconsin: "Your Year Book is one of the finest publications of its kind that I have seen."

Chamber of Commerce, Corsicana, Texas: "We wish to thank you for both of these publications and assure you that it has been a decided help to us in the past, in that we have been kept in touch with the working of your organization and the world at large."

PREPARING FOR A VIGOROUS ANTI-LITTER CAMPAIGN

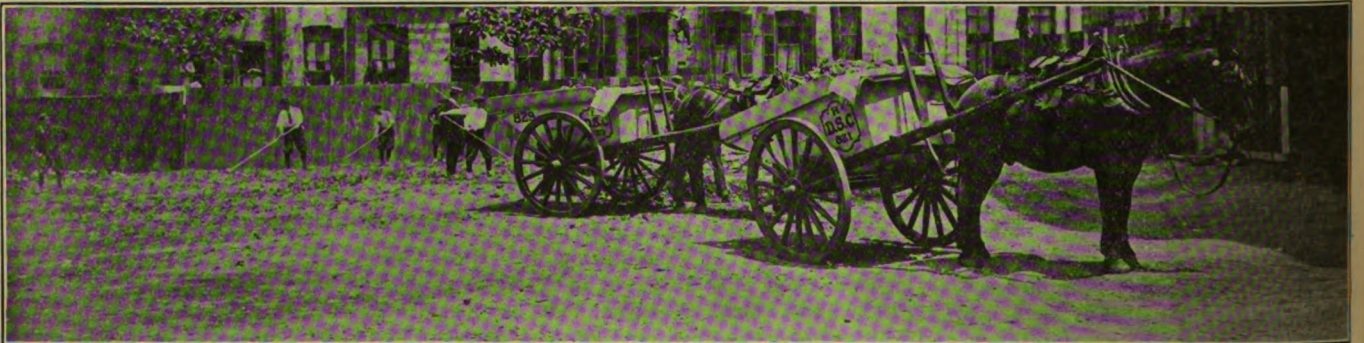
Letter Is Sent to School Principals Asking Renewal of Their Cooperation with The Merchants' Association in Its Educational Clean-up Activities



UNOCCUPIED LOT IN BROOKLYN, COVERED WITH BROKEN GLASS, TIN CANS AND REFUSE OF ALL KINDS



THE SAME LOT WITH AN ANTI-LITTER CROWD OF BLOCK CAPTAINS AT WORK UPON IT WITH RAKES



DEPARTMENT OF STREET CLEANING CARTS CARRYING AWAY THE LITTER AND DEBRIS FROM THE LOT

(Photos by Brown Bros.)

In preparation for its coming campaign for cleaner streets, The Merchants' Association has sent a letter to school principals asking for support during the coming season.

This letter reads as follows:

"With the aid of approximately 6,000

civic pupils who were appointed Block Captains of the Anti-Litter Bureau of this Association, many unsanitary and dangerous conditions—violations of the Sanitary Code—were remedied during the past year.

"We wish to express our hearty ap-

preciation and thanks for the cooperation given by the Board of Education, teachers and pupils in this work, and hope that same will be given us during the coming school year. We believe that in performing the duties of Block

(Continued on page 9)

N. A. C. O. S. MEETS IN NEW ORLEANS

Commercial Organization Secretaries Hold Seventh Annual Convention in Southern City

PROGRAM WAS INTERESTING

The Seventh Annual Meeting of the National Association of Commercial Organization Secretaries was held in New Orleans at the St. Charles Hotel, October 24-26. The Merchants' Association was represented at the meeting by Mr. S. C. Mead, its Secretary, one of the founders and first President of the N. A. C. O. S.

Program of the Meeting

The program of the meeting included the following topics:

- "A Business-Building Program for the Chamber of Commerce."
- "The Relation of a Secretary to the Board of Directors—to Committees—to Membership."
- "Chamber of Commerce Forum Meetings."
- "Centralization of Community Activities."
- "Financing the Chamber of Commerce."
- "Membership—An Entire Session Devoted to It."
- "How to Present a Project or Report—to a Committee—Board of Directors—City Council—Public Meeting."
- "Local Organization Achievements—an Innovation."
- "Joy Night—in Old New Orleans."
- "The Seventh Annual Banquet."
- "Seeing New Orleans—a la Walter Parker."
- "Secretarial Ethics and Procedure."

Group Meetings

This year arrangements are made for ten Group Meetings. This is because of the continuously expressed desire on the part of secretaries for this type of meeting. The following are the subjects to be considered in the Group Meetings:

- "Problems of the Small City."
- "Operations of Dining Rooms."
- "Junior Chambers of Commerce."
- "Tourist and Travel Bureaus."
- "Service to Local Industries."
- "State Chambers of Commerce."
- "Transportation Problems."
- "Retail Trade Development."
- "Research Work in Chambers of Commerce."

"Agricultural Development Through the Chamber of Commerce."

Other Events

The usual "Joy Night" was held on Monday evening, October 24, and the Annual Dinner took place on Tuesday night. A Get-Together Luncheon was held on Wednesday noon. Each of the Secretaries attending the meeting was asked to name the ten most important accomplishments of his association during the year and the Board of Directors selected from these the ten achievements that seemed most notable. The Secretaries of the organizations involved were then asked to give five minute accounts of how the thing was done.

PREPARING RENEWAL OF ANTI-LITTER CAMPAIGN

(Continued from page 8)

Captains the boys and girls are becoming acquainted with and practising the laws and ordinances which have to do with the health and cleanliness of our streets and thoroughfares, which they will naturally enforce as men and women.

"The work will proceed in the same manner as during the past four years. All correspondence with schools is conducted through the teacher who is appointed to take charge of the work, usually the Chairman of Community Civics. Pledges are forwarded to the teacher in charge to be distributed to the pupils. After they are properly filled in, they are given to the teacher to be sent to us. Credentials are sent direct to the teacher for the pupils. On the first day of each month the teacher in charge collects the monthly reports, notifies us they are ready and a messenger is sent for them. A list, containing the names of Block Captains in each school, is forwarded for the bulletin board with the rating given each Captain's monthly report.

"Will you kindly let us know the approximate number of pledges you will be able to use and the name of the teacher who will take charge of the work in your school?"

FARMERS USING AUTOMOBILES

Genesee County, which is entirely a farming county, has one automobile for every five residents, or more in proportion to population than any other locality. The average for New York State is one automobile for every fourteen persons.

NEWARK BAY FOR SEWER TERMINAL

Passaic Valley Commission Will Ask War Department for Leave to Change Plan

URGED BY THIS ASSOCIATION

Application is about to be made to the War Department by the Passaic Valley Sewerage Commission for permission to use Newark Bay as a temporary outlet for the Passaic Valley Sewer pending the completion of the sewer to Robins Reef in New York Harbor.

The plan to make application to the War Department was initiated by the Department of Streets and Public Improvements of Newark, and accepted by the Passaic Valley Sewerage Commission. The consent of the various municipalities which are contributing to the construction of the sewer will be sought.

Urged by Merchants' Association

The Merchants' Association, through its Committee on Pollution and Sewerage, of which Mr. Edward Hatch, Jr., is Chairman, has steadily urged placing the outlet of the trunk sewer in Newark Bay. The promise of purification of the sewage through treatment before it is permitted to escape into the harbor was of so sweeping and positive a character that, if it is observed, no harm could possibly follow a change of plan that would make Newark Bay rather than New York Harbor the end of the Passaic Valley Sewer System.

For Extension to Harbor, \$2,000,000

It appears that \$2,000,000 instead of \$1,500,000 will be required to complete the sewer to Robins Reef, and the engineers are to ask for the larger rather than the smaller sum. Even if the appropriation is granted, several years will be required to carry the sewer into New York Harbor, whereas, the work necessary, if the terminal is to be placed in Newark Bay, can be accomplished in time to permit the operation of the system next summer.

READERS OF BOOKS

Statistics given out by the New York Public Library show that 50 per cent more books are circulated from the branches on the East Side and in The Bronx than from the Central Library and the West Side branches combined.

HUGE JUMP IN VALUE OF CITY'S INDUSTRIAL OUTPUT

Manufactured Articles More than Doubled in Value During the War Years from 1914 to 1919, Rising from \$1,229,155,000 to \$2,865,330,000—Manhattan Leads

Prepared by the Industrial Bureau of
The Merchants' Association

Between 1914 and 1919 the value of all products manufactured in New York City jumped from \$1,229,155,000 to \$2,865,330,000, an increase of almost 180 per cent, according to a report just released by the Bureau of the Census analyzing the most recent manufacturing statistics for New York City.

Other Increases

During the same period the number of establishments increased only 10 per cent, the number of persons engaged in manufactures about 13 per cent, and wages and salaries increased almost 105 per cent.

The amount paid for salaries increased 113 per cent and the amount paid for wages 100.8 per cent.

Total salaries in New York City in 1919 amounted to \$326,830,000, total wages to \$717,699,000.

The Statistics

The table showing the statistics follows:

NEW YORK CITY (Five Boroughs)

	1919	1914	Percent of Increase, 1914-1919
Number of establishments.....	32,626	29,621	10.1
Persons engaged in manufactures.....	826,925	732,790	12.3
Services (Salaries and Wages).....	\$1,044,529,000	\$510,711,000	104.5
Salaries.....	\$26,830,000	153,213,000	113.3
Wages.....	717,699,000	357,498,000	100.8
Value of products.....	5,267,342,000	2,292,832,000	129.7

BOROUGH OF THE BRONX

Number of establishments.....	1,371	1,271	7.9
Persons engaged in manufactures.....	25,155	23,729	6.0
Services (Salaries and Wages).....	\$31,942,000	\$16,894,000	89.1
Salaries.....	8,280,000	4,257,000	94.5
Wages.....	23,662,000	12,637,000	87.2
Value of products.....	114,989,000	58,709,000	95.9

BOROUGH OF BROOKLYN

Number of establishments.....	6,741	6,096	10.6
Persons engaged in manufactures.....	203,166	166,740	21.8
Services (Salaries and Wages).....	\$276,684,000	\$109,882,000	151.9
Salaries.....	65,319,000	27,922,000	133.9
Wages.....	211,365,000	81,910,000	158.0
Value of products.....	1,184,099,000	515,303,000	129.3

BOROUGH OF MANHATTAN

Number of establishments.....	23,011	21,087	9.1
Persons engaged in manufactures.....	521,162	496,453	5.0
Service (Salaries and Wages).....	\$634,039,000	\$351,790,000	80.2
Salaries.....	230,723,000	112,578,000	105.0
Wages.....	403,316,000	239,217,000	68.6
Value of products.....	3,532,117,000	1,519,143,000	132.5

BOROUGH OF QUEENS

Number of establishments.....	1,250	975	28.2
Persons engaged in manufactures.....	57,074	37,201	53.4
Services (Salaries and Wages).....	\$72,529,000	\$25,750,000	181.7
Salaries.....	17,837,000	6,700,000	166.2
Wages.....	54,692,000	19,050,000	187.1
Value of products.....	331,724,000	164,783,000	101.3

BOROUGH OF RICHMOND

Number of establishments.....	253	192	31.8
Persons engaged in manufactures.....	20,368	3,666	135.0
Services (Salaries and Wages).....	\$39,335,000	\$6,445,000	355.2
Salaries.....	4,671,000	1,760,000	165.4
Wages.....	24,664,000	4,685,000	426.4
Value of products.....	104,414,000	34,327,000	199.3

A study of these figures analyzed by Boroughs shows several interesting variations. From the point of view of size, Manhattan with its 23,011 manufacturing establishments, 521,162 persons engaged in manufactures, salaries and wages amounting to \$634,039,000 and manufactured products valued at \$3,532,117,000, surpasses all other Boroughs of the City. But in percentage of growth, Manhattan is greatly surpassed by other Boroughs, especially Queens and Richmond.

Borough Statistics

As against the 10 per cent increase in the number of establishments in the City as a whole, Queens shows an increase of 28 per cent and Richmond an increase of 31 per cent; Brooklyn's increase was only slightly above the average for the City as a whole, and the Bronx and Manhattan below the average. Although Brooklyn shows a 22 per cent increase in persons engaged in manufactures, which is well above the 13 per cent, which is the average for the whole City, Queens increased 53 per

cent and Richmond 135 per cent in this respect. Manhattan and the Bronx increased only 5 and 6 per cent respectively.

Salaries and Wages

Again, in the case of salaries and wages paid in the different Boroughs, the Bronx and Manhattan show an increase considerably below the increase of 105 per cent for the City as a whole, while Brooklyn shows an increase of 152 per cent, Queens an increase of 182 per cent, and Richmond the remarkable increase of 355 per cent.

A comparison of the increase in wages with that in salaries for the whole City shows that the increase in salaries exceeded that in wages slightly. In the Bronx and Manhattan the increase in salaries was also greater than that in wages, but in Brooklyn, Queens and Richmond the increase in wages was considerably in excess of that in salaries. In Brooklyn the increase in wages was 158 per cent as against 134 per cent in salaries. In Queens the increase in wages was 187 per cent as against 166 per cent in salaries. In Richmond the increase in wages was 426 per cent as against 165 per cent for salaries.

How Prices Went Up

The increase in the value of manufactured products in the Bronx and Queens was below the increase of 130 per cent for the City as a whole. In Brooklyn the increase in the value of manufactured products was the same as the increase for the whole City. In Manhattan the increase was slightly above the City's increase, and in Richmond the increase was almost 200 per cent, or 60 per cent above the City's increase.

WOMEN TAXPAYERS

The New York State Income Tax Bureau states that 150,328 women, one-fifth of the total number making returns, filed returns for 1919. In 1918, according to Federal statistics, a total of 373,854 women in the United States made returns, 62,720, or one-fifth, being residents of New York State.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

THIS ASSOCIATION PROTESTS CHANGE IN CONTAINERS

Proposal to Amend Rule 41 Leads to Argument Before the Consolidated Classification Committee by the Traffic Bureau of The Merchants' Association

The Merchants' Association, through its Traffic Bureau, has filed with the Consolidated Classification Committee its objections to propositions for changes in and additions to Rule 41, relating to certain types of containers. The Association's brief is as follows:

I

Statement of the Case

"On August 16, 1921, the above-named Committee issued at Chicago a special Docket listing hearings of the Official, Southern and Western Classification Committees for consideration of propositions for changes in and additions to shipping container rules and requirements as set forth therein.

"Hearings upon the proposals contained in this special docket were held at San Francisco September 7, 1921, Chicago, September 20, 1921, and New York, September 26, 1921. A hearing is also scheduled for October 26, 1921, at Atlanta, Georgia.

"One of the propositions listed in the docket suggests material changes in the regulations governing the construction and use of fibreboard, pulpboard and/or corrugated strawboard containers as now contained in Rule 41 of Consolidated Freight Classification No. 2, C. C., O. C. No. 46.

"The following remarks are directed to this proposal and particularly to the acts as disclosed at the hearing at New York on September 26, 1921.

II

Abstract of Testimony

"At the hearing the following users of the containers in question, all members of The Merchants' Association of New York, unanimously opposed the proposed changes:

American Sugar Refining Company, 117 Wall Street, New York.
The American Tobacco Company, 111 Fifth Avenue, New York.
F. W. Woolworth Company, 233 Broadway, New York.
McElwain, Morse and Rogers, Duane and Hudson Streets, New York.
Loose-Wiles Biscuit Company, Long Island City, New York.
George W. Helme Company, Inc., 111 Fifth Avenue, New York.
Alart and McGuire Company, 63 Vesey Street, New York.
Sheffield Farms Company, Inc., 170 Manhattan Street, New York.
Great Atlantic and Pacific Tea Company, 150 Jay Street, Jersey City, N. J.
The Borden Company, 350 Madison Avenue, New York.
Whitall-Tatum Company, 46 Barclay Street, New York.

The following concerns, also members of this Association, are manufacturers of the containers in question who are opposed to the proposed changes:

American Corrugated Paper Products Corporation, 221 West Twenty-sixth Street, New York.
Robert Gair Company, 350 Madison Avenue, New York.

III

Argument

"At the New York hearing the users of the containers based their unanimous protests against the proposition upon the following grounds:

"1. That the proposed changes would greatly increase the cost of the containers;

"2. That the proposed changes would not afford additional protection as against loss or damage.

"1—The increase in cost of the containers will be created:

(a) By reason of the more stringent requirements as to the quantity and quality of the materials of which the containers are made.

Shipments loading up to 40 pounds and over must be packed in containers having a much higher test per square inch.

(b) By reason of the curtailment of the dimensions of the containers.

This requirement will have a tendency to increase the number of containers required for the shipment of a like quantity of goods.

(c) By reason of the reduction in the weight loading limits having the effect of increasing the number of containers required to ship a like quantity of goods.

"The measure of increase which would be borne by users of the containers (in case this proposition is adopted) would necessarily depend upon the volume of containers used by individual concerns.

"Representatives of New York shippers testified that their companies would be penalized from \$5,000 to \$125,000 per year under the proposed regulation, and one concern stated they were, even under the present rule, seriously considering the desirability of entirely abandoning this form of distribution.

"2—The shipping public freely concedes that it is the carrier's common law right to demand that goods tendered for transportation be packed in adequate containers.

"The question, 'what is an adequate container?' is answered in various ways, depending upon the point of view of the parties involved. All parties in interest, however, are agreed that the test of a package is its performance in transportation and if, under ordinary conditions and handling, the goods are delivered

safely the package is to be considered adequate for its purpose.

"By far the preponderance of testimony offered at the New York hearing showed that loss and damage claims were at most a negligible factor in comparison with the volume of shipments made. The carrier's representatives did not refute this testimony, and upon direct question could not show that there had been any recent increase in the volume of loss and damage claims.

"Upon being questioned as to the reasons for the proposed changes in the rules at this time, their representatives stated the carriers had been trying since 1908 to raise the standard of packages in which goods are tendered and that the carrier's investigations disclosed that some of the smaller shippers were violating the provisions of Rule 41.

IV

Conclusion

"As classifications and rules governing packages must be general, violations in some cases by some interests are unavoidable, but so long as in the main they are satisfactory the rule applies, that the good of the greater number is paramount.

"To our mind, the testimony clearly showed that the good of the greater number of shippers of freight is conserved by the present requirements of Rule 41.

"If there are occasional violations by a few isolated shippers caused by ignorance or intent, the remedy lies with the carriers through more stringent police supervision over the shipments of these few concerns. If these violations are confined to a few shippers in a particular trade the same remedy should be applied.

"In any event, the imposition of superfluous and injurious requirements upon the great majority of shippers upon the alleged ground that a few shippers are violating Rule 41 will not hold. Such action is un-American and in violation of sound transportation principles.

"The propositions for changes in and additions to Rule 41 as contained in the special docket of the Consolidated Classification Committee should be abandoned."

Why not file "Greater New York"?

LONG NOVEMBER CONVENTION LIST

Many Events Are Scheduled to Be Held in This City During the Coming Month

HOTEL MEN WILL BE HERE

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of November:

National Coffee Roasters' Association—November 1-3.

Industrial Relations Association of America—November 1-4.

National Society of U. S. Daughters of 1812, State of New York—November 2.

American Trapshooting Association, Directors' Meeting—November 3.

Academy of Political Science—November 4-5.

National Hotel Men's Exposition—November 7-12.

National Association of Women Painters and Sculptors—November 9.

National Committee for Mental Hygiene—November 10.

Phi Alpha Gamma—November 11-12.

American Birth Control Conference—November 11-13.

American-Jewish Committee—November 13.

Joint Meeting, American Society of Mechanical Engineers, American Society of Civil Engineers, American Institute of Electrical Engineers, and American Institute of Mining and Metallurgical Engineers—November 14.

International Association of Dairy and Milk Inspectors—November 14-15.

New York State Association of Dyers and Cleaners—November 14-16.

State Conference of Probation Officers—November 14-16.

National Industrial Council—November 14-16.

American Public Health Association, Convention and Exhibition—November 14-18.

New York State Hotel Association—November 14-19.

Marine Equipment Association of America—November 14-19.

National Horse Show Association—November 14-19.

National Motor Boat, Ship and Engine Show—November 14-19.

Association of Women in Public Health—November 15.

Container Club—November 15-16.
Motor Boat Club of America—November 16.

American Railway Association—November 16.

Carnegie Foundation for the Advancement of Teaching—November 16.

National Founders' Association—November 16-17.

American School Hygiene Association—November 16-18.

American Social Hygiene Association—November 16-18.

Society of Naval Architects and Marine Engineers—November 17-18.

American Society of Marine Draughtsmen—November 17-19.

American Iron and Steel Institute—November 18.

Casualty, Actuarial and Statistical Society of America—November 18.

Lord's Day Alliance of the U. S.—November 20-21.

New York State Poster Advertising Association—November 21-22.

Musical Alliance of the U. S.—November 24.

Conference of Eastern College Librarians—November 26.

Automobile Salon—November 27-December 4.

American War Mothers, New York State Chapter—November.

American Hackney Horse Society—November.

American Road Builders' Association—November.

American Fur Dealers' Association—November.

ABOLISH A NUISANCE

Evening Post

The City Hall site for the Post Office may conceivably have appeared suitable in days when New York was a comparatively small town, but the bad judgment of ever allowing a Federal building to be placed on such valuable city land has steadily become more and more apparent. Certainly it is in every way an unsuitable site today. The building itself is hideous; it cramps and blocks up City Hall Park, one of the few breathing spots in the lower part of the city; and it is completely inadequate for handling the postal business of the downtown district, which ought to command the most efficient service possible. For this reason the negotiations for the removal of the old building and the transfer of the land back to the city in return for another more convenient and appropriate plot should be carried through without delay.

SEEMED A VETERAN BUT WAS A FAKER

He Lost His Arm in a Strike Riot but He Made It Pay Him in Broadway

RECEIPTS WERE \$40 AN HOUR

Prepared by the Bureau of Advice and Information of the Charity Organization Society

Have you seen him yet as you pass along Broadway? He stands at the corner of Forty-third Street, a pitiful looking object, with his arm amputated at the shoulder.

Looks Like a Soldier

His uniform indicates that he was a soldier and that he lost his arm in France, therefore he appeals to the sympathy of the passing throng, even its most frivolous members. However, one swallow doesn't make a summer and neither does one amputated arm make a victim of the World War. This particular beggar was injured in a strike riot in the West years ago.

His Compensation Was \$40 an Hour

There are compensations, however, even for accidents of this sort, and in this instance the compensation was \$40 an hour—not a bad income in these times of business depression. On the particular day in question he had stood there only thirty-five minutes and had already picked up \$19.92. He admitted that "they were just beginning to come strong" when Patrolman Hauptman came along and interrupted the game. The secret of his financial success, he told the magistrate when arrested for mendicancy, was the lost arm, the securing of the coveted corner mentioned above (the Panhandler's Paradise), and the impulsive generosity of the crowd, particularly the theatregoers.

A Student of Psychology

This man is only one of many who study the psychology of the passing throng, and they will continue as long as the unthinking public supports them.

Confidential reports on all appeals for funds may be secured by the members of The Merchants' Association from the Bureau of Advice and Information, 105 East Twenty-second Street, New York.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, NOVEMBER 7, 1921

No. 40

Urges World Agreement to Limit Armaments

The Merchants' Association Asks the Conference Which Is About to Meet in Washington to Give Relief by International Agreement from the Crushing Burden of Supporting Huge Military and Naval Establishments at the Expense of Commerce and Industry

After very careful consideration The Merchants' Association has adopted a set of preambles and resolutions strongly urging the limitation of armaments.

The question was referred to The Association's Military Committee, of which Mr. William M. Baldwin is Chairman, for study and report.

Committee Report Submitted

This Committee submitted its findings in the form of a report which was accompanied by preambles and resolutions. The report was taken up by the Executive Committee of The Association at its regular meeting last Monday, and carefully considered and discussed. It was unanimously adopted, as follows:

"The enormous expenditures in the United States and throughout the world for present and contemplated military and naval operations are causing the very gravest financial difficulties. It is generally conceded that the diversion of these large sums from the channels of productive enterprises greatly retards the return of normal economic conditions. A drastic reduction of the budget for armament purposes would remove a great part of the burden now carried by commerce and industry in the form of excessive taxes, and the vast sums now being expended and appropriated for future expenditures in the armament rivalry of the leading nations of the world would thereby be made available

To Honor Soldier

Acting President Lewis E. Pierson has appointed Mr. William M. Baldwin, Chairman of The Merchants' Association's Military Committee, to represent The Association in the Armistice Day ceremonies which will be held at Madison Square Garden at noon, under the auspices of the American Legion, as a tribute to the unknown American soldier who is to be buried in Arlington Cemetery in Washington on that day.

for productive and reconstructive enterprises.

Time to Retrench

"Your Committee, therefore, is of the opinion that the time has come when the nations of the world, by joint agreement, should not only retrench in the matter of such expenditures but should reduce their armaments to those necessary only for the adequate policing of their territories and the protection of their commerce, and that, as existing armaments are believed to be ample for such purposes, work on all classes of war vessels now under construction should immediately cease, and further expenditures should be restricted to those necessary for the operation and maintenance of such military and naval units as shall be deemed adequate for such policing and protection.

"The United States having assumed

the leadership in arranging for the forthcoming Conference on the Limitation of Armaments, your Committee believes that this Government's representatives should endeavor to secure the adoption of such agreements or proposals as will substantially reduce or entirely eliminate the enormous economic waste incident to all armament budgets, and therefore recommends that The Merchants' Association adopt the following preambles and resolutions:

Resolutions Adopted

Preambles and Resolutions were adopted by the Executive Committee as follows:

"Whereas, One of the principal causes contributing to the present economic disarrangement is excessive taxation, made necessary to provide funds for the enormous annual expenditures for military and naval purposes; and

"Whereas, The burden of such excessive taxation, which is carried principally by commerce and industry, has resulted in widespread stagnation of productive enterprise throughout the world, and consequent unemployment, with its attendant hardships and suffering; and

"Whereas, Through a drastic retrenchment in expenditures for military and naval purposes several

ASKS FOR RELIEF FROM BURDEN OF ARMAMENTS

billions of dollars could be liberated and made available for productive enterprise; and

"Whereas, This is the time for every nation drastically to retrench in military and naval budgets and to maintain armaments sufficient only for the policing of their territories and the protection of their commerce; therefore, be it

"Resolved, That The Merchants' Association of New York, through its Executive Committee, urges and recommends that the representatives of the United States Government at the forthcoming Conference for the Limitation of Armaments, in cooperation with the accredited representatives of other nations attending such Conference, endeavor to secure the adoption by the Conference of such measures as will lead definitely and speedily toward a drastic reduction of budgets for military and naval purposes; and be it further

"Resolved that a copy of these preambles and resolutions be sent to the President of the United States, to the Secretary of State, and to each of the representatives of the United States Government attending such Conference."

BUREAU GETS JOBS

Employers Who Are in Need of Help May Find What They Want by Calling Up

The Industrial Aid Bureau, 129 Worth Street, reports that in October 4,560 applicants registered for employment, 2,547 were referred to employers and 1,487 actually secured positions.

The members of the Commission in charge of the Bureau are Public Welfare Commissioner Bird S. Coler, Major William F. Deegan, of the American Legion, and Mr. John Sullivan, President of the Central Trades and Labor Council. The Director of the Bureau is Mr. Louis J. Sullivan.

Employers desiring help are requested to write or telephone to Mr. Sullivan at 129 Worth Street; telephone, Franklin 1510.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

MEETING CONDEMNS ST. LAWRENCE PLAN

New York State Waterways Association Endorses Port Authority of This Harbor

CANADA SCHEME IMPRACTICAL

The proposed St. Lawrence Ship Canal was described as "an engineering fallacy" by State Engineer Frank M. Williams at the convention of the New York State Waterways Association in Albany on October 28.

Port Authority Endorsed

The convention endorsed the work of the Port Authority of New York after an attempt had been made by one of the delegates to procure the passage of a resolution condemning the plan of the Port Authority with regard to the location of canal terminals, and especially of the location of one of the terminals in Jersey City. He believed that this would be injurious to the commerce of New York State and New York City.

This led to a lively debate, at the close of which the resolution was referred back to the Committee on Resolutions as a means of disposing of it finally.

Work Approved

Upon motion of Mr. Roy S. Smith, Secretary of the Albany Chamber of Commerce, the convention adopted a resolution expressing confidence in the Port Authority and approving of its work up to date. This resolution recommended that the Waterways Association make a thorough study of the plans of the Port Authority and requested the Port Authority to give further and thorough consideration to the question of the proper location of barge canal terminals in New York City.

St. Lawrence Canal Condemned

State Engineer Williams in an address on "New York's Interests in Its Waterways" attacked the proposed St. Lawrence Ship Canal. He said it was possible to build it, but that it was an engineering fallacy.

Mr. Edward S. Walsh, former State Superintendent of Public Works and now connected with the Great Lakes and Atlantic Navigation Company, also condemned the St. Lawrence Canal. He said that if it were built no boats would ever operate on it. He declared it impractical, as it was not the most direct route, and it could be operated only

three months in the year. He contended that by the time it was constructed the utility of the Barge Canal would be so far developed that it would prove an outlet for the trade from the Western States.

The last week in February was set aside as Barge Canal Week and will be observed with special meetings in all cities throughout the State.

Mr. Charles E. Reid of The Bronx was appointed Chairman of the Committee on Barge Canal Week arrangements.

The officers of the association were re-elected.

NEW CONVENTIONS

Events Brought to This City by The Merchants' Association During October

During the month of October the Convention Bureau of The Merchants' Association secured the following conventions for New York City:

International Association of Dairy and Milk Inspectors, November, 1921.

Sheet Metal Ware Association, December, 1921.

American Society of Heating and Ventilating Engineers, January, 1922.

Automobile Body Builders' Association, January, 1922.

American City Planning Institute, January, 1922.

American Electrotherapeutic Association, September, 1922.

National Federation of Federal Employees, September, 1922.

CONVENTION CHANGES

Additions to the November List Published Last Week

The Convention Bureau of The Merchants Association announces the following additions to the list of November conventions published in "Greater New York" on October 31:

American Fur Dealers' Association, date fixed, November 12.

National Committee for the Prevention of Blindness—November 17.

American Road Builders' Association, date fixed, November 15.

American Hackney Horse Society, date fixed, November 16.

National Hotel Men's Exposition, listed November 7-12, November 14-19.

FEDERAL PATENT OFFICE IS BEING STARVED TO DEATH

Commissioner Robertson Describes the Demoralization Resulting from the Failure of Congress to Act Upon a Proposal to Make a Slight Increase in Fees

By HON. THOMAS E. ROBERTSON
United States Commissioner of Patents

In the government service in Washington, there are fifty "clerks" who receive a basis salary of \$60 per month. These are typists and clerks. Of the fifty, thirty of them are in the Patent Office. Thirteen male employees in the Patent Office doing clerical work receive only \$60 a month. There are also ninety-two clerks, some of whom are stenographers, some men and some women, who receive \$900 per year.

Gets Last Choice

The result of these low salaries is that the Patent Office is offered only such clerks as the other departments cannot utilize. In other words, the poorer ones come to the Patent Office because the other departments are paying so much larger salaries. Where in the Patent Office they start at \$720 per year, in the other departments they start at \$900, \$1,000, and even \$1,200.

In the examining corps the situation is just as bad. In the War Department, in the Navy Department, and in the Department of Justice, there are patent employees who receive salaries from \$3,500 upwards. These compare with the examining corps of the Patent Office, paid from \$1,500 to \$2,700.

High-Grade Service Required

In the Patent Office there are ninety-four assistant examiners of the lowest grade, starting in at \$1,500 a year. These examiners have to pass a three-day examination which is the hardest given by the Civil Service. The technical examining corps of the Patent Office comprises 437 scientifically trained college graduates, who are also legally trained, all of whom are men, except about half a dozen.

Lost Half Its Force

College graduates take this examination for the benefit of receiving the Patent Office training, but after they have been here long enough to obtain their law degrees and become admitted to the bar, they leave for the main reason that they cannot earn sufficient salary upon which to support a family, to say nothing of sending their children to college to obtain the same education which they have had to have to pass the Patent Office examination.

The result of these conditions is that in two and one-half years the Patent Office has lost one-half of its examining force—231 resignations in two and one-half years.

Practically all of these scientifically trained examiners were also members of the bar; their places have been taken by men fresh from college without any legal training. This makes it necessary for the trained men of the Patent Office to dissipate their energy in training the inexperienced men, since it takes several years to train even a college man to be a competent assistant examiner.

Now 56,000 Applications in Arrears

A little over two years ago the Patent Office was 15,000 applications in arrears; when the new administration began it was 42,000 in arrears; now it is 56,000 applications in arrears.

Where the resignations from a technical corps for three years average seven per month, and where the work is increasing beyond all expectations, so that in two years the patent application work has increased 37 per cent and the trademark work 85 per cent, it follows that unless relief is given to the Patent Office, it will be impossible to keep it from going further in arrears. At the present time, the Patent Office is going 400 cases a week in arrears. This is a national calamity. It needs no illustration to show that this constitutes a serious handicap on the revival of business. In fact, at the very moment when the Patent Office should be coming to the relief of the country by opening up new avenues of employment, so as to give employment to the 3,000,000 idle employees, as reported by the recent non-employment conference, the Patent Office is so far in arrears that it is retarding industry instead of promoting it.

Better Salaries Needed

In connection with the foregoing, it may be seen that the only way to stop the continuous stream of resignations is to increase the salaries. H. R. 7077, twice passed by the last House, is designed to remedy the situation by providing slightly larger salaries, and since the same bill which increases the salaries increases the fees, the relief is provided without costing the taxpayer a single cent. In fact, even with the in-

crease of salaries there will be a handsome surplus of almost \$300,000 per year over every expense. The present fees paid by an inventor to obtain a patent are \$35; under the new bill the fees will be \$40. (The fee for registering a trade-mark is \$10, and this fee is not changed.) For the \$40 government fees, the inventor is given a monopoly protecting his invention for a period of seventeen years without any further expense to him, such as taxes or annuities, as the foreign countries require. This \$40 covers the complete examination of the case, conferences with the examiner which the applicant is free to have either by himself or by his attorney, the printing of his patent and every expense connected therewith.

Urged Patent Bill

This Association Asks for Passage of Efficiency Measure

Mr. W. H. Mahoney, Manager of The Merchants' Association's Foreign Trade Bureau, and Mr. F. B. DeBerard, Manager of The Association's Research Bureau, went to Washington early last week to endeavor to procure consideration by the House of Representatives of a bill slightly increasing the fees of the Patent Office in order that adequate salaries may be paid to the employees in that office.

MADE 2,856 REPORTS

The National Information Bureau, Inc., of which The Merchants' Association is a subscribing member, received 2,856 inquiries during the year ending September 30 and issued 4,598 reports. New investigations were undertaken in 412 instances. The investigations made by the Bureau showed unfavorable conditions in 44 per cent of the cases investigated.

ADDRESSED BY MR. YOUNG

Mr. Owen D. Young, Vice-President and General Counsel of the General Electric Company, and a member of The Merchants' Association's Committee on Industrial Relations, addressed the Industrial Relations Association of America at its dinner last Tuesday evening.

Idleness in New York City Only 13.5 Per Cent

Actual Figures Disclosed by the Committee on Unemployment Statistics, After Careful Investigation, Punctures Exaggerations, and Shows That Out of 2,531,747 Workers But 343,000 Now Have No Jobs—Bird's-eye View of Situation Proves Encouraging

Prepared by the Industrial Bureau of The Merchants' Association

New York City's jobless are estimated to number 343,000 persons, or a total equal to about 13.5 per cent of the City's 2,531,747 residents reported in the 1920 Census as having a gainful occupation. In addition, there is a considerable number of floaters for which no figures are available but which has been variously estimated as from 20,000 to 50,000.

Committee Conclusions

These are the conclusions of the New York City Committee on Unemployment Statistics, appointed by Public Welfare Commissioner Bird S. Coler, in accordance with the recommendations of the President's Unemployment Conference.

The Chairman of the Committee is Mr. William Fellowes Morgan, President of The Merchants' Association of New York, and the other members are Mr. J. Harvey Williams, Vice-Chairman, President of the Brooklyn Chamber of Commerce; Mr. Bailey B. Burritt, Director of the Association for Improving the Condition of the Poor; Mr. William F. Kehoe, Secretary of the Central Trades and Labor Council; Dr. Thomas J. Riley, Secretary of the Brooklyn Bureau of Charities, and Mr. Henry D. Sayer, Industrial Commissioner of the New York State Department of Labor. The Secretary of the Committee is Mr. Martin Dodge, Manager of the Industrial Bureau of The Merchants' Association of New York.

Covers Complete Unemployment Only

The Committee's estimate refers only to those who are totally unemployed and therefore does not cover the relatively large number working on part time. The figure given, moreover, should not be taken as an absolute minimum or maximum. It represents merely the Committee's best judgment after a careful study of available data supplemented by such direct inquiry as has been possible.

The estimate has been arrived at by determining in so far as possible the percentage of unemployed in the various principal occupations and then applying this percentage to the total number of the City's residents classed in these occupations according to the 1920 census. Following this method it was estimated

that 343,000 of New York's permanent population are totally unemployed at the present time.

Groups of Unemployed

The number of unemployed in the main groups, as estimated by the Committee, after following this procedure, is as follows:

Group	Number in Group Jan. 1, 1920	Approximate Number Unemployed Week of Oct. 17, 1921	Approximate Percentage Unemployed Week of Oct. 17, 1921
Mfg. & Mechanical Industries	951,889	143,071	15
Clerical and Trade	793,966	72,996	9
Domestic and Personal Service	206,067	26,661	9
Transportation	242,447	55,000	26
Professional Service	163,875	26,940	16
Public Service	81,084	9,162	15
All other	7,919	1,029	13
Total	2,531,747	342,860	13.5

Regular employment statistics for New York City are not available for the most of the City's workers. The State Department of Labor receives monthly reports from 778 New York City factories covering fifty-five different industries and this information is supplemented by regular reports of the Federal Government covering some of the City's larger factories. These reports give a satisfactory index of the trend of employment in manufacturing industries. But this group represents only about 30 per cent of the City's total number of gainfully employed. For the remaining 70 per cent, information is either very inadequate or entirely lacking. For this reason it is obviously impossible to determine the exact number of unemployed. The basis for the Committee's estimate, however, is explained in some detail in the following paragraphs.

Manufacturing and Mechanical Industries

The group "Manufacturing and Mechanical Industries" covers all those who work in factories and work shops and in the building trades, aggregating a total of 951,889 persons, or 37.6 per cent of New York City's gainfully employed. Of the total number, about 827,000 are classed as factory workers and 125,000 are connected with the building industry.

About 17 per cent, or 130,571 factory workers, are estimated to be unemployed. This conclusion is based upon the trend of employment as indicated

by the monthly reports of the State Department of Labor and the Employment Service Bulletin of the Federal Government.

The building trades are for the most part very busy and it is estimated that only about 12,500, or 10 per cent of the total number connected with this industry are now unemployed. The only groups in the building industry in which unemployment is serious are the structural steel workers, marble setters, mosaic floor workers and others whose trades are carried on more or less exclusively in connection with the building of large office buildings, hotels or factories. At the present time this section of the industry is very quiet. On the other hand, the construction of brick and frame houses and other small detached units is proceeding on an unusually large scale, thereby requiring the services of nearly all of the more common building trades.

Percentage Not High

As the total number connected with the trades which are not dull is not great, the comparatively large percentage of unemployed among workers in these groups does not bring the total unemployment in the building industry to a high figure.

The Committee's estimate of 10 per cent unemployed in the entire industry is based upon reports from the Building Trades' Council and various unions in the building trades not affiliated with the Council, also from the Building Trades Employers' Association, various individual contractors, statistical information from the F. W. Dodge Company, the Iron League Erectors' Association and the Marble Industry Employers' Association.

Clerical and Trade

The clerical and trade group includes such workers as clerks, stenographers, messengers, agents, collectors, also bankers, brokers, commercial travelers, sales people and all others engaged in retail and wholesale stores, commission houses and foreign trade concerns, insurance companies, real estate offices, and so forth.

The workers connected with this group total 793,966 or 31.4 per cent of the total gainfully employed.

INQUIRY SHOWS UNEMPLOYMENT FAR FROM CRITICAL

The Committee estimates that 72,996 or about 9 per cent of this group are now out of work.

Direct Inquiry Made

This estimate is based on a direct inquiry made among representative establishments in the lines of business and trade included in the group. Two hundred and fifty-three concerns employing more than 80,000 persons answered the Committee's inquiry. The Committee asked each of the concerns for the total number on its payroll as of January 1, 1920, and October 17, 1921. The former date was chosen for two reasons. First, it corresponds with the date when the last Federal census was taken, on which the Committee is dependent for information concerning the total number in the various occupational groups. The second reason is that during January, 1920, business was prosperous and supposedly an unusually large percentage of those in the various occupational groups of the City were employed. It was thought, therefore, that the difference between the total number employed January 1, 1920, and October 17, 1921, would give a good indication of the total number unemployed on the latter date.

An analysis of the replies indicates that the greatest decrease in employment in this group has occurred in the occupations connected with foreign trade. Retail stores show a slight decrease. Reports from banks and insurance companies indicate in each case a slight increase in the number on their payroll October 17, 1921, as compared with January 1, 1920.

Domestic and Personal Service

The classification "domestic and personal service" includes domestic servants of all kinds and all those connected with the management and operation of hotels, restaurants and laundries, such as waiters, cooks, barbers, manicurists, bootblacks, bellboys, etc.

According to the 1920 census, 306,067 or 12.1 per cent of the City's gainfully employed reported themselves as being affiliated with this group.

The Committee estimates that 26,661 or about 9 per cent of those in this group are unemployed. This estimate is based upon reports from 20 hotels and restaurants employing more than 16,000, and from the Hotelmen's Association of New York City, employment placement agencies specializing in hotel and domestic service, and various union organizations,

such as those of the waiters, cooks and barbers.

Transportation

The group "Transportation" includes all those engaged in the management and operation of the subways, elevated lines, surface car lines, buses, taxicabs and trucks, with the exception of certain delivery trucks. It also includes all seamen, longshoremen and stevedores, steam railroad employees and the employees of telephone and telegraph companies. According to the 1920 census, the group includes 242,447 workers or 9.6 per cent of the City's gainfully employed.

The Committee estimates that 63,000 workers, or about 26 per cent of those in this group are now unemployed. This estimate is based upon reports from the International Longshoremen's Union, the Seamen's Union, the United States Shipping Board, the Seamen's Institute, the Interborough Rapid Transit Company, the Brooklyn Rapid Transit Company, the Third Avenue Railway Company, the New York Railways Company, the Fifth Avenue Coach Company, one of the leading taxicab companies, the Merchant Truckmen's Bureau, the Truckdrivers' and Chauffeurs' Union No. 202 and the New York Telephone Company.

Professional Service

The Classification "Professional Service" covers such groups as actors, writers, architects, clergymen, dentists, doctors, trained nurses, lawyers and musicians. The total number in the group is 168,375, or 6.7 per cent of the City's gainfully employed.

It is estimated that 26,940, or 16 per cent of this group are unemployed. The Bar Association and the New York Academy of Medicine each report that there is practically no unemployment in the professional classes which they represent. There is considerable unemployment on the other hand, among musicians and actors, according to reports from various unions representing the musicians and from the Actors' Equity Association. Reports from several large hospitals show some unemployment among trained nurses. The Engineering Societies and the Chemists' Club report considerable unemployment in the groups they represent. There are indications also of some unemployment among architects, sculptors, designers, draftsmen and inventors. Teachers, on the other hand, are well employed.

Because of the impossibility of determining exactly what constitutes employment or unemployment in many of the professional groups, it cannot be said with any degree of certainty that a given number is unemployed. Reports which have been received from the various groups, taken in conjunction with a study of their relative numerical importance, leads to the conclusion that the percentage of unemployed as stated above is a reasonable figure.

Public Service

The group "Public Service" includes workers employed by the City, State and Federal governments. According to the 1920 census, 61,084 workers, or 2.4 per cent of the City's gainfully employed, were included in this class. This group comprises City, State and Federal employees, excepting those in the post office and in the Department of Education.

The estimated number of unemployed, namely, 9,163, or 15 per cent of the total, is based on the trend of employment among City employees alone, which, however, constitute the vast majority of those in this group.

N. A. C. O. S. OFFICERS

The General Secretary of the Chamber of Commerce in Worcester, Massachusetts, Mr. F. D. E. Babcock, was elected President of the National Association of Commercial Organization Secretaries at the recent meeting of the association in New Orleans. He succeeds Mr. Robert B. Beach, Business Manager of the Chicago Association of Commerce.

Other officers elected are as follows:

First Vice-President, Mr. Ray Lemon, Troy, New York;

Second Vice-President, Mr. George T. Cross, Homer, Louisiana;

Secretary-Treasurer, Mr. John Northway, Hamilton, Ohio.

Directors, Mr. Charles W. Ward, Evanston, Illinois; Mr. Leo H. Bierce, Grand Rapids, Michigan; Mr. A. S. Dudley, Sacramento; Mr. W. E. Homes, Wichita; Mr. J. David Larson, Omaha, and the officers.

Plans for the continuance of the National School for Commercial Secretaries as a permanent institution were approved. The first session of this school was held last summer at Northwestern University, Evanston, and probably the next session will be held in the same place.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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OWEN J. YOUNG; Vice-President and General Counsel of the General Electric Company.

THE BURDEN OF MAINTAINING ARMAMENTS MUST BE LIGHTENED

The resolution adopted by The Merchants' Association in favor of the reduction of armaments by international agreement, as printed on another page, expresses the unanimous public opinion in America and probably the great preponderance of opinion throughout the world.

It is impossible to imagine a failure of the forthcoming Armament Congress in Washington. Any nation which dared to oppose a reasonable plan for the limitation of armaments would instantly become a world-wide object of suspicion.

The burden of taxation which is imposed by the equipment and maintenance of large fighting forces on land and sea has become unbearable. Some way must be found to abate the drain upon industry which such contributions represent. The United States has taken the lead in calling these nations together to consider this vital problem, and it is fitting that the deeply rooted sentiment which exists in this country in favor of the reduction of armaments should make itself felt in order that the hands of our delegates, in whose judgment and ability there is full confidence, should be upheld.

THE PATENT OFFICE

It is difficult to understand what opposition there can be to the efficient operation of such governmental machinery as is represented in the United States Patent Office. The pay of the employees in that office, who must necessarily be men of intelligence, is so far below the scale in other government departments that resignations have impaired the efficiency of the office until it is many thousand applications behind in its work. And it is still falling behind at the rate of several hundred applications each week.

Americans have always prided themselves upon their "Yankee ingenuity." It is of the highest importance to business that the Patent Office should be ade-

quately manned. A very small increase in fees, to which no patron using the office could reasonably object, would put the work once more on a sound basis. A bill providing for this increase is now pending in Congress, but it has been impossible to secure action upon it.

The Merchants' Association has interested itself in getting this bill passed, and if it cannot move it, at least it hopes to find out why not.

AN "EYE-OPENER"

The report made by the representatives of The Merchants' Association on the recent tour of the New York State Barge Canal shows that the inspection proved to be an "eye-opener" for nearly all of the forty members of Congress who were guests during the trip.

There apparently existed a feeling in Washington and elsewhere that the Barge Canal was merely an enlargement of the old Erie Canal, and that it was a feeble and ineffective instrument in the movement of traffic. The tour of inspection effectually dispelled this notion. The visitors saw the great waterway in operation, and they are now able to testify to the fact that it is capable of carrying all the commerce that the Great Lakes region is likely to furnish and still have room to spare.

The Barge Canal has never been adequately advertised. Very few people realize that as an engineering work it rivals the Panama Canal, and that it cost nearly as much as did that famous link between two oceans.

Shippers have been slow to realize the advantages of New York State's great waterway, but the traffic carried last season indicates a growing appreciation of the advantages which it offers, and next season should show a great increase in patronage. This Association has endeavored to impress upon its members the economy of patronizing the canal and it has informed them from time to time regarding companies operating boats from this City through the canal to the Great Lakes. It will continue to supply this information.

Why not file "Greater New York"?

MEMBERS OF CONGRESS IMPRESSED BY BARGE CANAL

Tour of New York State's Great Waterway Described in a Report Submitted by One of the Representatives of The Merchants' Association Who Took Part in the Trip

The Merchants' Association was represented by Mr. F. B. DeBerard, Director of its Bureau of Research, and Mr. J. C. Lincoln, Manager of its Traffic Bureau, on the recent tour of the New York State Barge Canal from New York City to Buffalo.

Report of the Trip

The following report of the trip was submitted by Mr. DeBerard to the Executive Committee of The Association last Monday and approved:

"Following instructions, Mr. Lincoln, on behalf of the Traffic Bureau, and myself, on behalf of the Bureau of Research, made a trip of inspection of the Barge Canal, as members of an excursion organized for that purpose by the Hudson Valley Federated Chambers of Commerce.

"The purpose of the trip was personally to observe the facilities of the Barge Canal and to estimate their sufficiency as an outlet to the ocean of the commerce of the Great Lakes.

Itinerary of the Trip

"The party proceeded to Albany via Hudson River steamboat; from Albany to Syracuse by yachts upon the Barge Canal; from Syracuse to Oswego by trolley and canal to Rochester, Lockport, Tonawanda and Buffalo. Stops were also made at Schenectady, Rome, and other points having important Canal works. The itinerary permitted an adequate inspection of the physical condition of the Canal and its facilities for the ready movement of traffic.

False Impression Removed.

"The particular purpose sought was fully to inform the minds of the forty Congressmen comprised in the party. Among these were eleven members of the House Committee on Rivers and Harbors, and several important members of the House Committee on Appropriations. The latter purpose was fully effected. Practically all of the Congressmen, with the exception of two or three members from this State, were almost wholly ignorant of the nature, the extent and facilities of the Barge Canal. They started with the impression that it was an obsolete ditch whose utility had practically disappeared, leaving it of very little importance as a transportation facility.

"Their further impression was that

Would Free Park

The Advisory Council of Real Estate Interests has adopted the following with regard to the removal of the antiquated post office building from City Hall Park:

"The Advisory Council of Real Estate Interests, acting with a view to the common good of all property owners and the City itself, has carefully considered a proposal that the Government of the United States exchange the old post office site, the building on which is about to be demolished, for a site owned by the City of New York in the Court House area.

"The Advisory Council believes that the removal of the old post office building on Broadway and Park Row and the restoration of the site as part of City Hall Park will be generally supported by public sentiment. The Advisory Council is of the opinion that there is unused land owned by the City and contiguous to the new County Court House site, which might be fairly exchanged for the old post office site.

"The Advisory Council also believes that such an exchange would promote better postal and Federal Court facilities than are possible on the present site and also would enable the enlargement of City Hall Park without increase in the public debt.

"The Council therefore urges the Government of the United States and the Government of the City of New York to bring about this exchange."

the State of New York had spent a very large sum of money merely for the purpose of repairing an outworn and wholly inadequate waterway. They had no conception whatever that the old canal had been abandoned by the State and a new and capacious waterway of the most modern type, amply adequate for the accommodation of traffic between the Great Lakes and the ocean and suited to the movement of internal way traffic in the State, had been substituted.

"The Congressmen were further much impressed by the visible evidence which

they had of the effective and economical use already being made of the Barge Canal. At several points they observed large steel barges operating under their own power, loaded to approximately ten feet draft and carrying 1,800 to 2,000 tons of grain cargo from Duluth to New York without breaking bulk.

Saw Barges in Operation

"They also saw in operation numerous modern steel barges with a capacity of from 400 to 1,000 tons operated in units of five barges, one of which supplied the motive power for the group and at the same time itself carried sufficient cargo to pay its own cost of operation.

"They also observed these groups of five barges passing through the locks as a unit, the time consumed in each lockage being but a few minutes.

"Practically every member of the Congressional Delegation was emphatic in stating that in his opinion the New Barge Canal is a highly economical and efficient method of transit between the Great Lakes and the ocean and that it is unnecessary and undesirable for the United States to make great expenditures for providing an alternative route via the St. Lawrence River. This opinion was publicly voiced by most of the Congressmen at the several dinners with which they were entertained at various points along the route.

Against Alien Waterways

"The opinion was further concurred by several of the members of the House Committee on Appropriations, who stated that they would oppose in Congress any appropriation for the construction by the United States of waterways not within the limits of this country, and not necessary for the effective movement of this country's commerce.

"From the point of view of fully informing the Congressmen of the facilities afforded by the Barge Canal and the absence of any need for a competing route the trip was an emphatic success. At each of the important cities visited the excursionists were handsomely entertained by the local chambers of commerce and were afforded the fullest opportunity of acquainting themselves with the extent and character of the extensive local industries served by the Canal."

READJUSTMENT OF RATE STRUCTURE TO MISSISSIPPI

Interstate Commerce Commission Orders Revision in Accordance With the Long and Short Haul Clause of the Commerce Act—Water Competition No Longer Exists

Prepared by the Traffic Bureau of The Merchants' Association

The Interstate Commerce Commission has rendered its decision, effective November 28 (64 ICC 107), with respect to the readjustment of class rates between eastern and Virginia cities and Carolina territory, and Mississippi Valley territory and border points in the Southeast, required for a compliance by the carriers with the long and short haul provision of the Interstate Commerce Act.

Mississippi Valley Territory

The Mississippi Valley territory involved is a narrow wedge lying between the Arkansas-Louisiana territory, commonly known as Southwestern territory, on the west, and Southeastern territory on the east. The Mississippi River from Cairo, Illinois, to New Orleans forms its western boundary. The Gulf of Mexico from the mouth of the Mississippi River to Mobile forms the southern boundary; the eastern and northern boundaries are formed by the line of the Mobile and Ohio from Mobile through Meridian, West Point, and Corinth, Mississippi, and Jackson, Tennessee, to Humboldt, Tennessee; thence along the line of the Louisville and Nashville through McKenzie, Tennessee, to Paris, Tennessee; thence along the line of the Nashville, Chattanooga and St. Louis to Paducah, Kentucky, and thence along the Ohio River to Cairo.

Water Competitive Rates

For a great many years the railroads reaching the water points in this territory located upon the Mississippi River, the Cumberland River and Gulf points, have carried depressed rates to such points because of water competition, which gave rates lower than the rates to intermediate points. This adjustment has frequently been the occasion for complaint on the part of the interior and intermediate points as unjust and discriminatory. In recent cases before the Commission it found that this practice was no longer justified.

Cases Cited

The readjustment to Mississippi Valley territory is the outgrowth of previous proceedings before the Commission involving complaints made by interior

cities in the Mississippi Valley and the Southwest against the preferential rates accorded to cities located upon the Mississippi and Cumberland Rivers and the Gulf ports.

The order issued by the Commission in the Memphis-Southwestern Investigation (55 ICC 515) denied the application of the carriers to continue class and commodity rates from St. Louis to Memphis; from St. Louis, Memphis and certain Missouri River points to New Orleans; and from New Orleans to Memphis, the denial including points taking the same rates, which were lower than rates from, to, or between intermediate points. Such lower rates had been maintained for many years at the water competitive points on the ground that competition with the boat lines made them necessary. The Commission held, however, that water competition was no longer controlling. The class rates there considered have been revised.

The order entered by the Commission in the Murfreesboro Case (55 ICC 648), which involved the rates to Murfreesboro vs. Nashville, denied the carrier's application for authority to continue rates from various points of origin to Nashville that were lower than to intermediate points. These lower rates had also been long continued on the ground of water competition on the Cumberland River. The class rates considered in that case, including rates from eastern port cities, have been revised to conform with the provisions of the long and short haul rule in accord with the rates laid down by the Commission in its decision, Nashville Case (61 ICC 308).

The Commission in the Meridian Case (57 ICC 107) held that class and commodity rates from Mississippi and Ohio River crossings, Chicago and related points to Meridian and Jackson, which were higher than rates to Mobile and other Gulf ports and Mississippi River points, subjected Meridian and Jackson to undue prejudice and disadvantage and unduly preferred the water points. The class rates in issue in that case have been made to conform to the long and short haul rule.

In the cases referred to above, other than the Nashville case, the Commission, while holding that the practice was not now justified by water competition and ordering the discriminations to be re-

moved, did not prescribe the method of removal. In abolishing the discriminations against the intermediate points the carriers have materially advanced the rates to the water points.

In the Nashville case specific rate adjustments were, however, prescribed.

Extending Rate Revision to Include Eastern Territory

The orders of the Commission in the Memphis Case did not extend to or directly cover class rates from eastern seaboard territory and the Virginia cities to destinations in the Mississippi Valley. Although many violations of the long and short haul rule prevailed in such rates, those rates were not before it in that case. In commenting thereon the Commission said:

"We recognized at the time of our decision in the Memphis Case that the revision required thereby could not be limited to the terms of our order entered therein. And in our last annual report to the Congress we pointed out the far-reaching results this decision would have, and that it would necessarily require a revision of rates throughout the Mississippi Valley, not only as to traffic between the points included in the order but also as to traffic between the Mississippi Valley and all points in the United States."

Proposed Schedules Suspended

After the revision in the class rates from Ohio River crossings, Chicago and points in central territory was completed, the carriers undertook to revise the tariffs carrying class rates between the East and the Mississippi Valley, and by schedules filed to become effective on March 1, 1921, proposed certain changes in the class rates from eastern port cities and Virginia cities to the Mississippi Valley territory and certain points east of that territory. These schedules proposed material increases in the rates to the river points and interior basing points. Numerous protests having been filed by shippers and commercial organizations throughout the country against the proposed rates, the schedules were suspended pending hearing and investigation by the Commission.

Carriers Modify Rates Originally Proposed

At the hearing the carriers proposed new class rates from eastern and Vir-

COMMERCE BOARD MAKES SWEEPING CHANGES IN RATES

ginia cities to points in the Mississippi Valley lower than the rates carried in the tariffs under suspension and which lower first-class rates are referred to in the table of rates herein shown for comparison with the present rates and the rates prescribed by the Commission.

Basic Rate—Memphis

As the rates to Memphis were on a depressed basis due to water competition, and as Memphis enjoyed subnormal rates as compared with other points intermediate thereto, and as Memphis is a basing point in the adjustment of rates to the Mississippi Valley and the Southwest, the class rates to be established from Virginia cities to Memphis were regarded as the basic or pivotal rates to be used in constructing rates from the East to the Mississippi Valley territory. Memphis was similarly used in the adjustments made in the West.

The following table shows a comparison of present, suspended, and proposed first-class rates from Virginia cities to Memphis, with present, suspended and proposed rates to important intermediate points:

Destination	Av. dist.	Pres. rate	Sus- pended	Pro- posed
Memphis, Tenn.....	828	\$1.58	\$2.19	\$2.10
Grand Junc., Tenn...	779	2.125	2.19	2.10
Middleton, Tenn....	759	2.125	2.19	2.10
Holly Springs, Miss.	802	2.125	2.19	2.10
Corinth, Miss.....	785	2.125	2.19	2.10
New Albany, Miss...	800	2.125	2.19	2.10
Tupelo, Miss.....	783	2.125	2.19	2.10

The carriers first proposed a scale of rates beginning with \$2.19 first-class from Virginia cities to Memphis, which is the basic scale provided in the tariffs under suspension. At the hearing, in view of the decision of the Commission in the Nashville case, which involved rates from Atlantic ports, the carriers proposed a basic rate from Virginia cities to Memphis of \$2.10 first class instead of \$2.19. The Commission, however, upon a review of the entire situation, tested by mileage and a comparison with other rates, held that the carriers had not justified a first-class rate in excess of \$2 from Virginia cities to Memphis and grouped points, which they found would be a maximum, just and reasonable rate. The Commission also fixed \$1.90 first class as the reasonable maximum rate to Corinth and points grouped therewith.

Other Group Rates

To the Hattiesburg-Jackson-Winona group, the Commission prescribes a first-class rate of \$2.10 from Virginia cities instead of \$2.20 as proposed by carriers,

and \$2.29 as shown in suspended tariffs.

To the Mississippi River-Gulf Ports group, the Commission prescribes a first-class rate of \$2.18 from Virginia cities instead of \$2.28 as proposed by carriers, and \$2.37 as shown in suspended tariffs.

Port Cities Differentials

While water competitive influences were disregarded in constructing revised rates from Virginia cities, the effect of water competition upon the differential adjustments from the eastern port cities could not be disregarded due to the influence of the all-water and water and rail rates from the different ports. It was therefore proposed by the carriers to make the rates from the eastern port cities the following differentials first class over the rates from the Virginia cities: Baltimore, 14 cents; Philadelphia and New York, 25 cents; Boston, 33 cents. Philadelphia interests protested the proposed differential relationship, particularly with respect to the application of the same rates from Philadelphia as from New York to the Mississippi Valley territory. It was urged by them that joint rates were made to the river points, Memphis, Nashville, Vicksburg, New Orleans and certain other points known as Mississippi Valley prorating points lower than the rate from New York to the extent of the differential applied to Central territory. Inasmuch as the proposed differentials were in harmony with the differentials prevailing to practically the entire Mississippi Valley territory except the water points referred to, and to the Southeastern territory, the Commission found the differentials proposed by the carriers had been justified and they were adopted by the Commission in its order.

Alabama Points

There was also under suspension the class rates from eastern and Virginia cities to stations on the Alabama Great Southern Railroad between Birmingham and Meridian and to stations on the Southern Railroad between Selma and York, Alabama, between Marion Junction and Akron, Alabama, and between Marion Junction and Mobile. These destinations are in Southeastern territory. These rates are to be brought into line with the rates to Mississippi Valley.

Percentage Relationship of Classes

In deciding the case, the Commission prescribed the first-class rates to be established. The Commission further ordered that the lower classes should be

constructed in conformity with the following percentages of first class:

Classes.....	1	2	3	4	5	6	A	B	C	D
Percentages....	100	86	76	64	52	43	39	35	27	24

Statement of first-class rates from New York to Mississippi Valley territory to be applied as maximum, effective November 28, 1921.

From New York to CORINTH GROUP

Corinth, Miss.	Tusculum, Ala.
Riverton Junction, Ala.	
\$2.15 per 100 pounds	

MEMPHIS—COLUMBIA—MERIDIAN GROUP

Memphis, Tenn.	Columbus, Miss.
Grand Junction, Tenn.	Aberdeen, Miss.
Middleton, Tenn.	West Point, Miss.
Holly Springs, Miss.	Houston, Miss.
New Albany, Miss.	Starkville, Miss.
Tupelo, Miss.	Meridian, Miss.
\$2.25 per 100 pounds	

WINONA—JACKSON—HATTIESBURG GROUP

Winona, Miss.	Greenwood, Miss.
Maben, Miss.	Laurel, Miss.
Mathiston, Miss.	Ellisville, Miss.
Newton, Miss.	Hattiesburg, Miss.
Ackerman, Miss.	Helena, Ark.
Jackson, Miss.	
\$2.35 per 100 pounds	

MISSISSIPPI RIVER—GULF GROUP

Natchez, Miss.	New Orleans, La.
Vicksburg, Miss.	Gulfport, Miss.
Greenville, Miss.	Mobile, Ala.
Brookhaven, Miss.	Pensacola, Fla.
Baton Rouge, La.	
\$2.45 per 100 pounds	

SOUTHEASTERN POINTS IN ALABAMA

York, Ala.	Woodstock, Ala.
Tuscaloosa, Ala.,	Demopolis, Ala.
Akron, Ala.	Marion Junction, Ala.
\$2.35 per 100 pounds	

Rates From Other Basing Points

The first-class rates from the following points to the same destination territory referred to above will be adjusted as follows:

From Virginia cities...	25c less than New York
Baltimore, Md.....	11c less than New York
Philadelphia, Pa.....	Same as New York
Boston, Mass.....	10c higher than New York

The lower classes of all revised rates to be constructed in conformity with the following percentages of first-class rates:

Classes.....	1	2	3	4	5	6	A	B	C	D
Percentages....	100	86	76	64	52	43	39	35	27	24

Express Departments

Specific Matters Will be Handled in Future by New Bureaus

The Traffic Bureau is in receipt of advice from Mr. J. R. Christie, General Manager, New York City Department of the American Railway Express Company, that in order to avoid delays which frequently occur in securing information or service, his company has established departments for handling specific matters.

In order that inquiries may be made to the proper departments thereby avoid-

EXPRESS COMPANY HAS CREATED NEW BUREAUS

ing relaying such inquiries, which so frequently occurs, shippers are requested to communicate direct with the proper departments, a list of which departments and the officials in charge is given below:

Vehicular Service South of 125th Street

Pick-up Service: Mr. J. H. Getty, Superintendent.

Delivery Service: Mr. R. H. Peterson, Superintendent.

Both offices are located at Tenth Avenue and Thirty-third Street, telephone Chelsea 9000.

Tracing

For information relative to tracing of express shipments apply to Mr. E. E. Peebles, District Accountant, 119 West Nineteenth Street, telephone Watkins 8400.

Claims

Claims should be presented to Mr. W. E. Fogarty, Claim Agent, 250 West Twenty-sixth Street, telephone Watkins 890A.

On-Hand Freight

With reference to undelivered freight in the On-Hand Department, communicate with the On-Hand Department, 228 East Forty-fourth Street, telephone Vanderbilt 5280.

Evening Service

The express company also advises that in realization of prevalent business conditions requiring the execution of orders on short notice, making it necessary frequently to prepare and ship goods the same day as orders are received, it has established for the convenience of its patrons the following offices where freight will be accepted until 12 o'clock midnight (daily, except Sunday):

Branch office, 130 West Nineteenth Street.

Branch office, 216 West Thirty-first Street.

The Traffic Bureau urges upon all members using express service that when questions involving pick-up service, delivery service, tracing claims or on-hand shipments arise that they communicate with the officials shown above.

POSTAL SAVINGS DEPOSITS

The total deposits in the United States Postal Savings System on May 31 were approximately \$155,500,000.

WILL SUPPLY CANCER INFORMATION FREE

Society for the Control of the Disease Recommends Distribution of Leaflets Among Employees

WOULD PREVENT LOSS OF TIME

Under the auspices of the American Society for the Control of Cancer, last week was devoted to a discussion of this disease and of the means for its prevention and control.

Leaflets for Distribution

The attention of The Merchants' Association was called to this movement, and the Executive Committee agreed to remind the members of The Association of the importance of leaving nothing undone to combat this scourge. It undertook to inform all members of The Association that leaflets describing the nature of the disease and its symptoms may be had, free of charge, upon application to the American Society for the Control of Cancer at 25 West Forty-fifth Street.

The Society recommends that these leaflets be distributed among wage earners of all classes, so that cancer may be detected and treated in the earliest possible stages. The leaflets read as follows:

VITAL FACTS ABOUT CANCER

1. During the Great War the United States lost about 80,000 soldiers. During the same two years, 180,000 people died of cancer in this country. Cancer is now killing one out of every ten persons over forty years of age.
2. Many of these deaths are preventable, since cancer is frequently curable, if recognized and properly treated in its early stages.
3. Cancer begins as a small local growth, which can often be entirely removed by competent surgical treatment; or, in certain external forms, by using radium, X-ray, or other methods.
4. Cancer is not a constitutional or "blood" disease; there should be no thought of disfigure or of "hereditary taint" about it.
5. Cancer is not a communicable disease. It is not possible to "catch" cancer from one who has it.
6. Cancer is not inherited. It is not certain even that a tendency to the disease is inherited. Cancer is so frequent that simply by the law of chance there may be many cases in some families, and thus give rise to much needless worry about inheriting the disease.
7. The beginning of cancer is usually painless; for this reason its insidious onset is frequently overlooked, and is too easily neglected. Other danger signals must be recognized and competent medical advice obtained at once.
8. Every persisting lump in the breast is a warning sign. All such lumps are by no means cancer, but even innocent tumors of the breast may turn into cancer if neglected.
9. In women, continued unusual discharge or bleeding requires the immediate advice of a competent doctor. The normal change of life is not accompanied by increasing flowing, which is always suspicious. The return of flowing after it has once stopped

should also be considered suspicious. Do not expect the doctor to tell you what the matter is without making a careful physical examination.

10. Any sore that does not heal, particularly about the mouth, lips or tongue, is a danger signal. Picking and irritating such sores, cracks, ulcerations, etc., or treating these skin conditions by home remedies, pastes, poultices, caustics, etc., is playing with fire. Warty growths, moles, or other birthmarks, especially those subject to constant irritation, should be attended to immediately if they change in color or appearance, or start to grow. Avoidance of chronic irritation and removal of just such seemingly insignificant danger spots may prevent cancer.

11. Persistent indigestion in middle life, with loss of weight and change of color, or with pain, vomiting or diarrhoea, call for thorough and competent medical advice as to the possibility of internal cancer.

12. Radium is a useful and promising means of treatment for some kinds of cancer, in the hands of the few skillful surgeons and hospitals possessing sufficient quantity of this rare and very expensive substance; it must not be thought of as a cure-all for every form of cancer. No medicine will cure cancer. Doctors and institutions which advertise "cures without the knife" play upon the patient's fear of operation in a way that leads too often to the loss of precious time and fatal delay in seeking competent treatment. Go first to your family physician.

13. Open warfare by open discussion will mean the prevention of many needless deaths from cancer. The common belief that cancer is a hopeless malady is partly due to the fact that cases of successful treatment are frequently concealed by the patient and his family, while cases of failure (too often resulting from delay) are apt to become common knowledge.

14. The American Society for the Control of Cancer is a league enlisting the principal agencies and individuals in the United States and Canada, who are striving to make headway against this formidable disease by a campaign of public education to make wider use of present knowledge in its prevention and cure. Annual dues are \$5.00. Larger contributions are solicited. Checks payable to Howard Bayne, Columbia Trust Company, New York City, Treasurer. If the cause appeals to you, you can help by joining the League.

THE AMERICAN SOCIETY FOR THE CONTROL OF CANCER.

25 West Forty-fifth Street,
New York City.

WORKERS GET MOST

In most years since 1913, says the National Bureau of Economic Research, in the principal organized industries of the United States wages and salaries were about 70 per cent of the total income; while capital (including management) received about 30 per cent, out of which were paid rent, interest and profits; but these proportions varied with relative prosperity and depression. The share of capital in 1916 increased to about 35 per cent, with 65 per cent to labor, while in 1919 capital's share fell to about 22 per cent and labor received about 78. In the highly organized industries about 92 per cent of total payments to employees goes to the manual workers and clerical staffs, while 8 per cent goes to officials.

FAMILIES AND DWELLINGS

The average number of persons in a family in the United States is 4.3 and the average number of persons in a dwelling is 5.1.

FOR RESTORATION OF TUBE SERVICE

**This Association Points Out That
Tubes Would Have Prevented
Recent Robbery**

HANDLING UNDERPAID MAIL

In a letter to Postmaster Will H. Hays The Merchants' Association points out that the recent robbery of a mail truck, which caused a loss of more than a million dollars, would have been impossible had the mail tube service been in operation.

Asks for Mail Tubes

The Association recommends the restoration of this service in accordance with the report made to Congress by the Joint Congressional Commission appointed to consider the matter. The letter sent to Postmaster Hays reads as follows:

"As you know, this Association has, for several years past, strongly advocated the restoration of pneumatic tube service in this and other cities as a valuable means for expediting the movement of mails. The report of the Joint Congressional Commission, just made to Congress, recommends such restoration in New York, Boston and Chicago. We understand that action by Congress in this matter will, in a large degree, depend upon your initiation, and we earnestly hope that you will promptly move to promote such action.

"We further beg to point out to you that the recent heavy robbery of mails in this City would probably not have occurred had the pneumatic tube service been available for the dispatch of the valuable mails now dispatched by auto without sufficient safeguards. This condition alone is a powerful reason why the pneumatic tube service should be resumed at the earliest possible date.

Forwarding of Insufficiently Pre- paid Mail

"We are informed that your office has under renewed consideration the question of forwarding underpaid first-class mail. This Association has hitherto advocated the prompt forwarding of such mail and the collection of postage at point of destination, with perhaps a penalty such as double postage. It occasionally happens that important first-class mail is inadvertently underpaid, and a serious delay in delivery arises therefrom. It is our belief that the in-

terest of the public, and particularly of business men, would be served if such delay could be avoided by the regular dispatch of such mail, making collection at the point of delivery. We trust this may be approved by the Department."

ASKS REPAIR OF DANGEROUS ROAD

**President of The Bronx Is Asked
to Put Pelham Parkway in
Better Condition**

SEWER MADE PERILOUS SPOT

The attention of the President of the Borough of The Bronx and of the Bronx Park Commissioner has been called by The Merchants' Association to highway obstructions dangerous to motorists in that Borough.

Dangerous to Motorists

The nature of these obstructions is described in the following letter which was sent to the officials mentioned:

"Our attention has been directed to the fact that on both the east and west bound drive on the Pelham Parkway, just west of the Boston Post Road, there has been left a cross section of the drive about twelve feet long where a large sewer was installed last summer, creating in the Parkway at this point a condition that is very dangerous to motorists.

"Will you not be good enough to have this matter investigated immediately, with a view to having that section of the Parkway placed in a permanently safe condition, and advise us of your action?

Fatalities Already High

"We believe you will agree with us that the number of fatalities resulting from automobile accidents in New York City has reached alarming proportions and that in any instance where the condition of the streets or driveways has contributed or is likely to contribute to such fatalities, the City authorities should immediately take action to permanently remedy the dangerous conditions."

Defect Is Repaired

In replying to this letter, both the Borough President and the Park Commissioner promised temporary repairs in a day or two, so that the road would be safe until permanent repairs could be made.

NINE MEMBERS ADDED TO ROLLS

**Individuals, Firms and Corpora-
tions Admitted to Ranks of
Merchants' Association**

APPLICATIONS ARE APPROVED

The following individuals, firms and corporations were elected to membership in The Merchants' Association by the Executive Committee at its meeting last Monday:

Hacienda El Potrero, Mr. A. H. McLean, General Manager, Room 1710, 21 Park Row—Growers and refiners of sugar in Mexico.

Hill, Lockwood and Redfield, Mr. Luke Vincent Lockwood, 35 Nassau Street—Lawyers.

Monahan, N. S., and Company, Mr. Gabriel S. Carbateas, 77 Catherine Street—Import olive oils and foodstuffs.

Murray, Mr. J. Archibald, 49 Wall Street—Lawyer.

Posner, Thomas, and Brother, Mr. Morris Posner, 129 West Twenty-seventh Street—Manufacturers of skirts and dresses.

Ruland and Benjamin, Incorporated, Mr. Irving Ruland, President, 14 East Eighteenth Street—Real Estate.

Scott, Gerard and Bowers, Mr. Spotswood D. Bowers, 46 Cedar Street—Lawyers.

Wallkill Hat Works, Incorporated, Mr. Max Alexander, Treasurer, 622 Broadway—Manufacturers of men's hats.

Woodworth, Incorporated, Mr. Chauncey C. Woodworth, President, 392 Fifth Avenue—Manufacturers of perfumes, powders and toilet articles.

Praises Foreign Trade Service

The Foreign Trade Bureau of The Merchants' Association recently received a letter from a member, in which the following passage occurred:

"We acknowledge with thanks yours of September 9th and appreciate the thoroughness with which you have answered our questions, the answers to which have helped us greatly in determining a line of action. To be able to secure on call such full data is in itself a sufficient reason for membership in your Association, and when it is considered that this Foreign Bureau is but one of the many departments that the perplexed merchant can turn to for advice, the reasons for membership are multiplied many times over."

TWO MEETINGS FOR ARMS LIMITATION

This Association Cooperating in Legion and Labor Gatherings at Madison Square Garden

DEMONSTRATIONS FOR PEACE

The Merchants' Association is co-operating in two great Armistice Day meetings to be held on November 11 in Madison Square Garden. The purpose of these meetings is to give public support to the American delegation in the International Conference for the Limitation of Armaments, which meets at Washington on that day.

This Association's Representatives

An afternoon meeting will be held in Madison Square Garden under the auspices of the American Legion, and similar meetings will be arranged in Chicago and San Francisco. Mr. William M. Baldwin, Chairman of The Association's Committee on Military Affairs, is representing The Association on the Legion's "Armistice Day Ceremonies Committee."

The evening meeting was arranged at the instigation of the Central Trades and Labor Council of Greater New York and will be held under the auspices of that organization, together with The Merchants' Association, the Brooklyn Chamber of Commerce, the American Legion, the National Security League, the National Civic Federation and various other commercial, civic and fraternal organizations. Mr. Martin Dodge, Manager of The Association's Industrial Bureau, is serving on the Committee on Arrangements for this meeting.

Speakers at Evening Meeting

Among the speakers at the evening meeting will be former Governor Alfred E. Smith, Mr. Samuel Gompers, President of the American Federation of Labor; the Right Reverend William Manning, Bishop of New York; Rabbi Stephen S. Wise, and Bishop John J. Dunn.

Admission to the meeting will be by ticket. A limited number of tickets may be obtained from Mr. Dodge at the headquarters of The Merchants' Association on application by letter or telephone.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

A Proclamation

That season has come when, alike in pursuance of a devout people's time-honored custom and in grateful recognition of favoring national fortunes, it is proper that the President should summon the nation to a day of devotion, of thanksgiving for blessings bestowed, and of prayer for guidance in modes of life that may deserve continuance of Divine favor.

Foremost among our blessings is the return of peace and the approach to normal ways again. The year has brought us again into relations of amity with all nations, after a long period of struggle and turbulence. In thankfulness therefor, we may well unite in the hope that Providence will vouchsafe approval to the things we have done, the aims which have guided us, the aspirations which have inspired us.

We shall be prospered as we shall deserve prosperity, seeking not alone for the material things but for those of the spirit as well; earnestly trying to help others; asking, before all else, the privilege of service. As we render thanks anew for the exaltation which came to us, we may fittingly petition that moderation and wisdom shall be granted to rest upon all who are in authority, in the tasks they must discharge. Their hands will be steadied their purposes strengthened, in answer to our prayers.

Ours has been a favored nation in the bounty which God has bestowed upon it. The great trial of humanity, though, indeed, we bore our part as well as we were able, left us comparatively little scarred. It is for us to recognize that we have been thus favored, and when we gather at our altars to offer up thanks we will do well to pledge, in humility and all sincerity, our purpose to prove deserving.

We have been raised up and preserved in national power and consequence as part of a plan whose wisdom we cannot question. Thus believing, we can do no less than hold our nation the willing instrument of the Providence which has so wonderfully favored us. Opportunity for very great service awaits us if we shall prove equal to it. Let our prayers be raised for direction in the right paths. Under God, our responsibility is great; to our own first, to all men afterward, to all mankind in God's own justice.

Now, therefore, I, Warren G. Harding, President of the United States, hereby designate Thursday, the twenty-fourth day of November, to be observed by the people as a day of thanksgiving, devotion and prayer, urging that at their hearthstones and their altars they will give thanks for all that has been rendered unto them, and will pray for a continuance of the Divine fortune which has been showered so generously upon this nation.

In witness whereof I have hereunto set my hand and caused to be affixed the seal of the United States of America.

Done at the Capital of the United States, this thirty-first day of October, in the year of our Lord nineteen hundred and twenty-one, and of the independence of the United States the one hundred and forty-sixth.

(Signed) WARREN G. HARDING.

By the President:

CHARLES E. HUGHES,
Secretary of State.

NINETEEN VETERAN AID ENTERPRISES

Not All of Them Are Worthy of Support, but Subscribers May Easily Find Out

LETTER OF INQUIRY IS ENOUGH

Prepared by the Bureau of Advice and Information of the Charity Organization Society

New Yorkers may be considered "easy" or not, but let any one who thinks they are not interested in the ex-soldier read the following partial list of organizations, chosen at random, claiming to render service of one kind or another to the ex-soldier in New York and supported either wholly or in part by funds solicited from the New York public:

1. Ex-Service Men's Publicity Service.
2. Unemployed Veterans' Aid Association.
3. Ex-Service Men's Employment Bureau.
4. Timely Service Society.
5. The Dug Out.
6. Lest We Forget.
7. Reconstruction Hospital.
8. Veterans' Club of Lenox Hill Neighborhood Association.
9. Institute for Crippled and Disabled Men.
10. Service Club, New York Community Service.
11. Numerous Local Posts of American Legion.
12. Lincoln Institute.
13. Come Back Club.
14. Federal Board Students' Association.
15. Jewish Valor Legion.
16. Seventy-seventh Division Association.
17. Women's Club of the Service Flag.
18. Sunshine Settlement.
19. Path Association.

Information Available

Inclusion to this list does not mean every organization named is worthy of support. It indicates that all are known to the Bureau of Advice and Information, which has facts concerning them which are of value to every potential contributor.

This service is free to members of The Merchants' Association who may thus assure themselves that their money is being entrusted to an organization doing efficient work for the ex-service man. Address Bureau of Advice and Information, 105 East Twenty-second Street.

EXPORTS OF COTTON CLOTH

This country exported cotton cloth in 1920 valued at \$14,000,000.

GENERAL LIBRARY
NOV 16 1921
UNIV. OF MICH.

"To Foster the Trade and Welfare of New York"

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, NOVEMBER 14, 1921

No. 41

Foreign Trade Work Is Highly Appreciated

Foreign Embassies, Legations and Consulates General Commend The Merchants' Association for Its Activities on Behalf of International Commerce and Express Appreciation of the Record Contained in the 1921 Year Book—American Consuls Offer Cooperation

The Year Book of The Merchants' Association is highly esteemed among foreign legations in this country.

This appears from the acknowledgments received from the legations. Some of these acknowledgments are given below.

From the Belgian Embassy

From the Belgian Embassy: "Referring to your letter of October 15, 1921, I beg to acknowledge receipt of your Year Book for 1921, for which accept my very best thanks. I have read, with great interest, the report of the Foreign Trade Bureau, which appears on page 56, and greatly appreciate your offer to assist, without charge, any firm or individual in Belgium who may apply to you in person or in writing."

From the Legation of the Dominican Republic: "I am grateful for your kind attention in sending to this Legation a copy of The Merchants' Association's 1921 Year Book, which contains the very interesting reports of Officers, Committees and the Bureaus of The Association. Your offer of the assistance of The Association to any firm or individual in my country is also greatly appreciated.

From the Swedish Legation

From the Swedish Legation: "I have the honor to acknowledge receipt, with thanks, of your letter of October 15, 1921, as well as the copy of the 1921

Congratulations

The Merchants' Association has received the following letter from Mr. Ralph S. Baker, Secretary of the Chamber of Commerce of Watertown, New York:

"I wish to acknowledge receipt of The Association's Year Book for 1921 and I also desire to congratulate you upon the brief, concise and yet informative manner in which you have assembled the report of activities for the year.

"The classified list of members will be particularly valuable in our office routine as, taken in connection with the New York City directory, it is practically a directory of 'Who's Who' in New York business life. Again thanking you for your courtesy and desire to assist us in our work, I am, etc."

Year Book therein mentioned. This book is very interesting.

"Repeating my thanks, and assuring you that we shall be pleased to take advantage of your kind offer of assistance whenever an opportunity presents itself, I remain, etc."

Consul General of Paraguay

From the Consulate General of Paraguay: "I have today received a copy of the 1921 Year Book published by The Merchants' Association of New York referred to in your letter of October 15th and from the casual glance that I have

made of the contents of the book I feel sure that it will be most interesting.

"I shall place this book on record and in the event that any firm or individual of Paraguay requires assistance of such a nature as might be given by your good Association, I may assure you in their behalf that they shall not hesitate to do so."

From the Panama Legation: "I have the pleasure of acknowledging the receipt of your letter of October 15th, as well as the copy of your 1921 Year Book.

"I have looked over your publication with much interest, and have taken note of the report of the Foreign Trade Bureau, to which you kindly called my attention, and which indicates the splendid cooperation extended by your Association to business organizations and individuals in foreign countries."

Appreciated by Czecho-Slovakia

From the Legation of Czechoslovakia: "Replying to yours of the 15th instant, I wish to acknowledge receipt of your Year Book, 1921, and to extend to you my sincere thanks for your courtesy in the matter. I am fully aware of the unusually important and successful activities of The Association, notably of the Foreign Trade Bureau. The Czechoslovak Consulate General in New York has often the opportunity and pleasure to cooperate with the Bureau."

From the Consulate General of Nor-

COMMERCIAL OFFICIALS ALL APPRECIATE YEAR BOOK

way: "I am in receipt of your kind letter of the 20th instant, together with the therein mentioned Year Book of your Association for the year 1921, for which I thank you.

"At the same time I will take this opportunity to express my great appreciation for the valuable assistance and cooperation received by this Consulate General from your good Association."

Denmark's Consul General

From the Consulate General of Denmark: "I appreciate greatly your kind letter of October 22 and the copy of your 1921 Year Book.

"I beg to say that I am very much interested in the statistics you have given me, and I can assure you that I have at all times had the greatest benefit from your large organization and the splendid assistance it has given me. I have at numerous times taken the liberty to call on you in smaller and larger matters, and I have always received the most courteous and thorough information.

"I trust that this good cooperation will continue in the future."

Costa Rica's Representative

From the Consulate General of Costa Rica:

"I wish to thank you for your letter of October 20 and for the copy of the 1921 Year Book of your Association that you were kind enough to send to this Consulate.

"I have examined with great interest the Year Book and particularly the report of your Foreign Trade Bureau.

"The assistance of your Association is so valuable and your offer of it so generous that this office will not hesitate to make use of it, both in the conduct of its own business and as a source of reliable information for merchants in Costa Rica.

"This Consulate is always ready to furnish you with any information that should be desired."

From the Consulate General of Czechoslovakia:

"I am in receipt of your letter of October 20 and a copy of The Association's 1921 Year Book. I have found it very interesting indeed and wish to extend my sincere thanks for your courtesy in the matter."

From the Foreign Trade Adviser

The Honorable W. W. Cumberland, Foreign Trade Adviser, Department of State, Washington, writes as follows: "I desire to express my appreciation of

your letter of October 20, 1921, and of the new Year Book of The Merchants' Association of New York. The publication is of very definite interest to this office, and I assure you that we desire to cooperate with your organization in every proper and practicable manner."

From the Consulate General of Cuba:

"I have your courteous letter of October 20th, together with a copy of the 1921 Year Book of your reputable organization, and desire to thank you for your kindness in supplying this Consulate General with this valuable publication.

"I also take note of the Foreign Trade Bureau of your Association, which will give every possible aid to the up-building of American overseas commerce, and your offer to Cuban business men to make use of your services while in this City."

From the Colombian Legation

From the Legation of Colombia: "Please accept our thanks for your kindness in sending this Legation a copy of your 1921 Year Book that has just been issued. This publication is of the greatest interest to us and we thank you also for your offer of further services with regard to information on foreign trade."

From the American Consul General at Winnipeg, Manitoba, Canada: "Business in Canada in certain lines is naturally quiet, as it is now in the United States, but your Year Book will be placed where every person will have the opportunity of examining it, and the information which you convey in your letter will be brought to the attention of those who desire to form commercial relations with the United States."

Useful in France

From the American Consulate at Saint-Etienne, France:

"I have to acknowledge the receipt of your letter of October 15, 1921, announcing the mailing of a copy of The Association's 1921 Year Book to this consulate.

"In thanking you for this mark of courtesy, may I add that your Year Book has always been of great use to the staff of this office as a work of reference, and I am sure that the 1921 edition, upon its arrival, will serve the same useful purposes as the former editions.

"This office will be glad to avail itself of your offer of assistance in the up-building of American foreign commerce whenever the opportunity presents itself."

From the American Consulate at Marseilles, France:

"I wish to acknowledge with cordial appreciation your letter of October 15, 1921, transmitting a copy of the 1921 Year Book of The Merchants' Association of New York. This publication, as always, will be noted with especial interest and attention; and will be given such utilization as may be possible.

"In case opportunities can be made, this consulate will have pleasure in invoking the aid of, or endeavoring to serve, your Association."

Valued in New Brunswick

From the United States Consul at Moncton, New Brunswick: "I have the pleasure to acknowledge the receipt of your 1921 Year Book, as advised in your letter dated October 15, 1921.

"It will make a valuable addition to our files, as it contains a number of references that are helpful in trade extension work.

"I have gone through the report casually, and read portions of it carefully, and am particularly interested in the report of your Foreign Trade Bureau covering Trade Opportunities and Passports, two of the most important subjects engaging the attention of the Service in this territory at the present time.

"I believe that the distribution of your Year Book among foreign buyers will be of material assistance in trade extension work, and this office will be pleased to suggest to responsible firms in this district to write for copy, or have their representatives call at your offices when in New York."

Useful in Montreal

From the United States Consulate, Montreal, Canada: "I acknowledge with pleasure the receipt of your letter of October 15, 1921, transmitting under separate cover the 1921 Year Book of your Association. This volume has been received and placed in the commercial files of this Consulate General for the information of visitors who may be interested and for our own reference in answering trade inquiries.

"Assuring you of the desire of this office to cooperate with you in your efforts to promote American trade in this territory, I am, gentlemen, etc."

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

Sir Drummond Fraser Explains ter Meulen Plan

Agent of the League of Nations Tells Directors and Committee Members of The Merchants' Association How the System Devised for the Revival of Foreign Trade Will Operate in Practice—He Says the Plan Has Been Received With Favor in This Country

Sir Drummond Fraser, a distinguished British banker, appeared before the Board of Directors, the Foreign Trade Committee and the Committee on Banking and Currency of The Merchants' Association in The Association's Assembly Room last Friday for the purpose of explaining the ter Meulen plan for financing foreign credits.

Advocated by League of Nations

This plan has been approved and is being advocated by the League of Nations, on whose behalf Sir Drummond Fraser is conducting a campaign in favor of the plan both in Europe and in this country. It is intended to aid the European states which have been crippled by the war to obtain needed supplies abroad.

Mr. Lewis E. Pierson, First Vice-President of The Merchants' Association, presided over the meeting in the absence of Mr. William Fellowes Morgan. In introducing Sir Drummond he said:

"Gentlemen, if you will all come to order and be a happy family in front of the speaker, it will be very nice. In Mr. Morgan's absence, I have been requested to present to you a gentleman who has undertaken for the League of Nations a very important work, perhaps one of the most important in the interests of the world that could be undertaken by any man. He is now acting as the organizer for the League of Nations of what is called the ter Meulen plan of international credits, which has been approved by the International Chamber of Commerce.

Loaned by His Bank

"Sir Drummond Fraser is one of the managing directors of the Manchester, Liverpool and District Bank, and President of the Manchester Bankers' Institute, and his bank has loaned him to this work for one year. He has come to this country especially to address the American Bankers' Association at their Los Angeles convention, and is returning to-morrow.

"He has had the opportunity to meet a number of representative men and gatherings throughout this country, and I think it is very fortunate that the Joint Committees of The Merchants' Association interested in foreign trade

and banking have this opportunity to listen to his explanation of this very important plan.

"I think it might be well to say at this time that the measure of a man's suc-

SIR DRUMMOND FRASER



Distinguished British Banker Who Explained the Advantages of the ter Meulen Plan

cess in life seems to be a little bit more according to his service to the community and what he gives to a community in service rather than what he takes out of it. I think in this case you have a very fine example in the speaker, whom I now take great pleasure in introducing to you, Sir Drummond Fraser." (Applause.)

Sir Drummond's Address

Sir Drummond Fraser first made an explanation of the advantages of the ter Meulen plan and then answered numerous questions which were asked of him by his audience. His prepared statement was as follows:

"The plan which I am here to explain to you, at the invitation and as the guest of the American Bankers' Association, was adopted by the Brussels International

Conference in September, 1920; and in March the Sub-Committee appointed me as Organizer.

"The root idea is the provision of a guarantee (ter Meulen bond) from countries requiring credit for essentials. And one must always bear in mind two facts: the debtor part of Europe is crying out for goods; creditor nations—such as, for instance, America, now the greatest creditor nation of the world, with its highly equipped machinery and highly developed organization—are crying out for full employment.

Basis of the Plan

"The first underlying principle of the plan is that a participating country must be able, at no distant date, to balance her expenditure by her revenue. This will help to

- (1) Stabilize exchange.
- (2) Restore oversea trade.
- (3) And reduce unemployment.

"Credit is the fundamental need. The ter Meulen bond leaves intact the ordinary channels of trade. It provides a reservoir of credit which can be tapped by American exporters for genuine trade. The importers' countries will be required to hand over national securities for the bonds. The bonds will be granted for use, either by the Government itself, or by duly accredited importers of the country, who will give their own Government securities where necessary. The securities required from the countries in return for the bonds must be continuous, revenue-producing securities. The nature and value of these securities are carefully examined, a gold value fixed, and the amount of issue determined. The bonds will be payable, both as to the principal and interest, in the currency agreeable to the American exporters. The revenue from the securities will be adjusted to meet three specific demands: the payment of the maturing bonds, the provision of interest and sinking funds, and finally, the formation of a reserve fund to purchase defaulter's bonds. In the last case, the usual procedure must be taken by the exporter. But he has the bond to fall back upon. This bond will either be taken up by the importer's Government in payment of debt, or the exporter can sell it on the open market.

HOW THE TER MEULEN PLAN WOULD BENEFIT INDUSTRY

It is estimated that the sinking fund, which will be established by the International Organization, will be sufficient to purchase Defaulters' bonds.

The Foreign Importer

"There are importers today who possess honesty, sound individual security but no cash. The American exporter would like to re-open trade with them. He dare not, although he trusts their personal honesty. Armed with the ter Meulen bond, an importer will be able to satisfy an exporter in America. The importer makes his bargain with the American exporter, in the ordinary way. He then hands over his bond as a guarantee of payment and receives his goods in return. The importer has thus secured for his country that which is essential for the livelihood of its people. This releases fresh energy and stimulates fresh activity. The population works harder, production is augmented, revenue is increased. The result is a greater stability in the rate of exchange.

"It goes without saying that one must do one's reconstruction with a minimum of interference with the existing machinery of trade, through the ordinary individuals, the customary importers and exporters. It is wiser to recreate the existing machinery than to scrap it and start afresh. In other words, the pre-war short-time credit must be turned into after-war long-time credit. Instead of a reservoir of pre-war credit London sterling bills—we now want a reservoir of credit—ter Meulen bonds.

Short-Term Loans

"The short-term continuous borrowing system, which I had the honor of initiating in my own country for the financing of the war, proved the greatest success and was one of the determining factors in my acceptance of the invitation to undertake the organizing of this long-term bond system.

"Transactions secured by a ter Meulen bond will be financed by the banks. And where the credit is of so extended a nature as to make it desirable, the bonds may be financed by Edge Corporations. It is entirely to America's immense profit to develop the widest possible interest in Edge Corporations, by showing the people that, in addition to providing a sound investment they also stimulate the trade upon which the investor depends and which reduces unemployment. It is the restricting of credit to Europe which has caused a shrinkage of Ameri-

can exports and is the direct cause of much of the unemployment. Thus it is of the greatest value to America that Edge Corporations should be established, as they will build up an administration which will meet the need of financial management of the people's money in foreign securities. The American people will be attracted to these corporations, because of the rate of interest and also because—not having yet been educated to invest abroad—they will feel that their money in these corporations is adequately safeguarded. This is the means by which the problem of the reduced purchasing power of the world may be solved and diverted to the purchasing power of American goods. And the lack of confidence of the American exporters to sell will be removed by the bond.

Financing for Exporters

"The American exporter can, of course, fall back upon the War Finance Corporation. But I have never had any doubt of the ability of the American exporter to finance long-term credit for foreign trade. America is in the happy position of having a unique banking system, buttressed by a wonderful Federal Reserve Act, which allows an expansion and contraction of bank credit to meet all the legitimate demands of the greatest commercial nation in the world. The American Government is also in the happy position of having already provided all the legislation required for the adoption of the principles of the ter Meulen plan.

"I have been honored with the privilege of discussing these principles with your President, Mr. Harding; with the Secretary of the Treasury, Mr. Mellon; with the Secretary of Commerce, Mr. Hoover; with the Managing Director of the War Finance Corporation, Mr. Meyer; with the Comptroller of the Currency, Mr. Crissinger; and with Senator Edge, and other men who count. And I find without exception that the plan appeals to them, and provided it is acceptable to the men of commerce and bankers, they are prepared to do all in their power to give it a fair trial. I am, therefore, more than satisfied with my visit to America, because I know, beyond any question of doubting, that, if the plan I am organizing is given a fair trial its success is assured.

"I ought to add that Mr. Harding, the Governor of the Federal Reserve Board, has shown me from the Act the ter

Meulen bond is a satisfactory basis for the discounting of bills under that Act.

Old Reservoir of Credit Now Dry

"The pre-war reservoir of credit consisted of a London sterling bill of exchange, which met the payment of goods and services throughout the world. When the war broke out it was known that the outstanding liability on these bills amounted to not less than two billion dollars. I estimate that over half that amount was circulating in the world outside the bills held by the European market. The bulk of these bills for over one billion dollars was held by banks—a self-liquidating, interest-bearing security—an entirely satisfactory substitute for gold. This reservoir of credit today has dried up, because importers require longer credit. That longer credit can be supplied by the international ter Meulen bonds.

"My friend round the corner may have told you that I am an incurable optimist. I own the soft impeachment. But have I not some grounds for being so? Let me take as an example your burden of an abnormal gold reserve. The bill reserve before the war balanced the trade of the world. Today, with the sole exception of America, the other countries of the world have balanced their trade with the actual increase in the gold held in Europe and in the other countries. The abnormal increase in America is after all only one billion dollars, which I unhesitatingly say that a reservoir of credit in the form of ter Meulen bonds would readjust in a short time and maintain an equilibrium of trade just as pre-war bills did before the war.

Depreciation of Currency

"The depreciation in currencies is the bugbear of economists, but surely not of the practical financier! Take my own country a hundred years ago. It had a depreciated currency owing to the Napoleonic wars. Your country had a depreciated currency within the memory of some of you, owing to the Civil War. France, fifty years ago had a depreciated currency, owing to the Franco-German War. All these countries recovered quickly, because they had natural resources, which overcame depreciated currencies.

"England and America can today supply the inflow of money into the international ter Meulen bond reservoir. I estimate that, in my own country there is one billion dollars of legal tender

TER MEULEN FOREIGN TRADE PLAN WIDELY APPROVED

money outside the amount required for circulation and bank resources. And I gather that there is the same amount in America. This money can be attracted by the principle of the Edge Corporations. Half of it will supply the ter Meulen bond reservoir of credit of one billion dollars and thus replace the bill reservoir of credit before the war.

"The administration of investors' money in long-term advances for foreign trade is merely an extension of the administration of depositors' money in short-term advances for home trade. It is an expansion of investment credit, just as your great Federal Reserve system has made a great expansion of bank credit possible.

Plan Widely Approved

"The plan I am advocating has been accepted by the British Government, who will guarantee their manufacturers holding a ter Meulen bond 85 per cent of their risk and will guarantee banks subscribing the capital of corporations on the Edge principle, 70 per cent of their risk. It has been accepted by the British bankers. This was announced in the House of Commons by the Chancellor of the Exchequer, who said they 'thought the ter Meulen plan was the best and would achieve the object most successfully.' It has been accepted by the World Cotton Conference, who passed a resolution approving the plan and recommending exporters to urge importers to induce their respective Governments to apply for the issue of the bonds. It has been accepted by the Congress of the International Chamber of Commerce. It has been accepted by the British Association. It has been accepted by the Convention of the American Bankers' Association, at Los Angeles, who passed a resolution approving the plan, and who also 'directed the Commerce and Marine Commission of the Association to make the necessary investigations for the purpose of recommending the best means of cooperation on the part of this Association in carrying out the principles of the ter Meulen plan.'

"It has been accepted by the Chamber of Commerce, San Francisco; by the Californian University, by the Commercial Club, St. Louis, and by numerous other corporate bodies in America, England and other countries.

Public Demand Alone Needed

"The one thing required to bring the ter Meulen plan into universal operation

is public opinion, of which America is the most forceful, as it is the largest creditor nation of the world. This public opinion must be backed by the healthy pressure of exporters, which is already being exercised upon importers to influence their Governments to make the application for the permission to issue bonds.

Applicable to Any Country

"Although the plan was originally intended for countries stricken by the war, it can nevertheless be applied to any countries requiring credit. The conditions are—that the countries must balance their budgets within no distant date, the printing press must be stopped, the barriers restricting the movement of goods must be removed and only those goods must be imported on credit which are essential to the stimulation of the productivity of the country, and the recreation of the export trade. No International Organization will allow the issue of ter Meulen bonds until those primary conditions are satisfactorily fulfilled.

Believes It Sound

"I consider the ter Meulen bond plan a sound proposition; and I hold that every American exporter should consider it his duty to his country to use every forceful means at his disposal to induce the importing countries to apply for the issue of these bonds, as the only collateral security with a gold value, which has stood the test of criticism of the leading financial experts in all countries."

The ter Meulen plan is now being investigated by the Foreign Trade and the Banking Committees of The Merchants' Association.

THE BARGE CANAL

Journal of Commerce

The average man pictures the canal as a mere widening, deepening and modernizing of the old Erie Canal, which has faithfully served the Empire State for a century. He does not realize that it is almost completely a new waterway, following a route widely divergent from the old one and built on a wholly new conception of canal practicability. In engineering accomplishments it rivals the Panama Canal and in cost falls not so far behind it; when fully completed perhaps equalling the cost of the latter enterprise.

Instead of a ditch dug across country and floating six-foot barges of anti-

quated type, here are 525 miles of navigable twelve-foot channel, of which 382 miles are wide, natural rivers and lakes, in places miles wide and nowhere less than 75 feet wide. Not only does it stretch from Buffalo to the navigable Hudson at Troy, but it has branches reaching Canada through Lake Champlain; Lake Ontario at Oswego; Glens Falls, 12 miles away from the main line; Watkins and Ithaca and the Pennsylvania coal fields, 24 miles off the line, and Syracuse, Rochester, Utica and Schenectady by branch lines. It connects no less than 143 cities and towns with the ocean. It is operated by 56 locks, fed by immense mountain reservoirs and at its chief points has modern equipment for loading, unloading, transferring and storing millions of tons of freight. Its capacity is estimated at 20,000,000 tons a season, a limit not yet one-tenth attained. In its construction the people of New York have already spent \$175,000,000, and will ultimately have invested probably \$200,000,000.

Its practical operation has only commenced—released from Government operation only since the present season opened—and yet it is already proving its value amazingly. Four large operating companies are running about 1,200 barges and self-propelled carriers and are swamped with business. The old towpath has gone and tugs and steam barges have succeeded the mule. Old 500-ton carriers have been supplanted by some as large as 2,000 tons, and plans are making for some as large as 4,000 tons. And the State offers it all free to whoever will invest in approved equipment to utilize the great waterway to its utmost. Already profitable operation is proven. Cargoes from Florida to Canada are being carried at \$2.50 less per ton than by rail. Lumber from central Montana has been shipped to the Pacific ports, thence via the Panama Canal, the Atlantic seaboard, Hudson River and the canal to Buffalo at a saving of \$10 a thousand over direct rail route, and grain and oil are moving in thousands of tons at material savings own railroad costs. Shippers and carriers alike are enthusiastic for the future, and already new fleets are being built for larger business next year.

PAYMENTS ON INVESTMENTS

Investors received last month \$292,167,705 in interest and dividend payments.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

OFFICERS

WILLIAM FELLOWES MORGAN, President.
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CONCERNING THE FOREIGN TRADE SERVICE OF THE MERCHANTS' ASSOCIATION

Interesting testimony to the value of the foreign trade service of The Merchants' Association is contained in extracts from letters from foreign commercial and diplomatic agents in this country and from United States representatives in foreign countries, which are printed in this issue. These letters are being sent to The Association in acknowledgment of copies of the 1921 Year Book, which is distributed throughout the world to American representatives abroad and to foreign representatives here.

These men are in charge of the foreign commerce of their respective countries. Their cooperation is of the utmost value in foreign commerce, whether it be export or import trade. The appreciation which they show of the work that is being done by The Merchants' Association offers the strongest proof of its value.

This foreign trade service is furnished without charge to members of The Merchants' Association. It frequently happens that the service rendered is worth to the recipient far more than the annual dues of membership.

THE TER MEULEN PLAN

The explanation of the ter Meulen plan given by Sir Drummond Fraser, speaking for the League of Nations, to the Directors of The Merchants' Association and to the members of The Association's two Committees most directly interested, throws light upon the advantages of this project for reviving the world's foreign trade.

Many of the war-stricken countries of Europe are prostrated. The only way in which they can recover themselves is through industry. They are willing to work, but they lack the materials to work with and they are unable to purchase these materials because their money has all been dissipated in the great war. The ter Meulen plan offers a simple device by which the government of a country desiring to import from the United States, for instance, will issue

bonds guaranteeing a specific trade and turn them over to the seller to insure his reimbursement in case the purchaser does not meet his obligation at the maturity of the contract.

The plan seems to remove every difficulty provided the seller is willing to give the long-term credit, which must of necessity be required by the purchaser, who will look to the profits of his industry to provide him with cash for the payment of his obligation. While the great foreign trading nations of Europe are accustomed to give long credits, the practice is not common in this country. The American producer usually objects to tying up his capital in this way, and the banks are unable to lock up their resources for long terms.

The Edge Law, however, which authorizes the incorporation of companies for the purpose of engaging in or financing foreign trade offers a method of financing long credits. Investors in the securities of these corporations will furnish money which can be loaned on the security of ter Meulen bonds for a period of years, if necessary.

This entire foreign trade field is full of novelty for Americans and the light thrown upon it by Sir Drummond Fraser was both important and timely.

MAIL TUBES AND THEFT

The daring holdup of a mail truck in the heart of the business section of the City and the theft of cash and securities amounting to a million dollars in value, should prove a lesson to the opponents of the mail tube system.

If, instead of being entrusted to one unarmed man, the contents of the pouches taken by the thieves had been transmitted underground through the mail tubes, there would have been no opportunity for the holdup and no need now for armed guards.

It is gratifying to note that the Postal Commission appointed by Congress agrees with The Merchants' Association in recommending the resumption of the mail tube service.

Why not file "Greater New York"?

POSTAL COMMISSION ENDORSES MAIL TUBE SERVICE

Contentions of The Merchants' Association Are Upheld by Congressional Investigators of the Actual Situation and Its Needs—Removal of Old Post Office Is Advocated

The Joint Commission on Postal Service, of which Senator Charles E. Townsend is Chairman, which was appointed by Congress in 1920 to investigate present and prospective methods of handling the mail, has submitted its report to Congress.

Constructive Proposals Adopted

Several of the constructive suggestions for improving the postal service that had been urged by The Merchants' Association are embodied in the report. Among these are the restoration of the sea post and harbor-boat service and of the postal tube service, and the removal of the old New York Post Office building.

The Commission in this report says:

"The survey has disclosed a lamentable lack of facilities for the adequate handling of the mails at several of the points investigated, and also that during the war and subsequent thereto certain important factors of the service, such as the sea post and the harbor-boat service at New York, were permitted to lapse, though essential for the efficient transportation and handling of the mails.

Facilities Inadequate

"Further it has been disclosed by the investigations that certain offices and stations are inadequate for the work at hand, due to the enormous increase in the volume of the mails, which has not been met, possibly owing to war conditions, either by the construction of new buildings or the extension of the old ones.

"It has been found also that the growth of the parcels-post system, which was incorporated with the mail service without sufficient prior preparation, has been the cause of great embarrassment. It has been made plain that changes in the methods of handling this class of matter have become necessary, and means have been sought whereby it can be handled at a minimum of expense, and so segregated as not to interfere with the expeditious disposition of the letter mails."

Sea Post and Harbor-Boat Service

Of the sea post and harbor-boat service, the report says:

"The survey under the direction of the

The Mail Tubes

The Sun

The recent big robbery of a mail truck on lower Broadway serves as a pointed text for a communication from The Merchants' Association to Postmaster-General Hays. The Association reminds him that this robbery would probably not have occurred had the pneumatic tube service been available for the transmission of valuable mail matter now sent by automobile with safeguards which proved insufficient. It urges that this condition alone is a powerful reason why the tube service should be resumed as soon as may be possible.

The joint Congressional Committee appointed to look into facts and conditions in the Post Office Department recommends such restoration in New York, Boston and Chicago, and it must be thought in line with intelligent and progressive administration of the great trusteeship of the postal service that an evident safeguard and means of expediting the service should be restored, with a consequent abating of traffic dangers by the swift and heavy mail trucks as a concurrent advantage.

commission was first instituted in New York City. It was found that the sea-post service, which prior to the war had been in operation between the United States and Great Britain, Germany, France, the Canal Zone, and Porto Rico had been discontinued. While this service was in operation it provided for the distribution of letters by sea-post clerks while the mails were in transit from port to port. Under this system, by the time the vessels arrived at New York, a large percentage, if not all of the letters and prints, had been distributed, and it was practicable to promptly dispatch them to the principal cities, for which they were intended and without the delay which otherwise would have been incident to their distribution after arrival.

Value to Business

"The value of the service to the business interests of the country was clearly

evident, and the matter was taken up with the Post Office Department, with the result that service has been resumed, in part, and will be extended as opportunity offers.

"As an example of what has been accomplished by the resumption of this service, it may be cited that on a recent occasion the mail from the steamship 'George Washington' arrived at New York as late in the day as 11.25 A. M., but as it had been fully made up in transit, it was nevertheless practicable to effect delivery by the carriers on the same day. A corresponding saving in time is made in the case of letters for distribution throughout the country, train connections being practicable that but for this service could not be made.

Steamboat Harbor Mail Service

"Supplementary to the sea-post service, and of great importance in expediting the disposition of incoming mails to all parts of the United States was the steamboat harbor mail service. The purpose of this service was to meet incoming vessels by harbor boats at quarantine, to remove the mails from such vessels, and to transmit it by harbor boats to docks in the vicinity of the post office or the different railroads by which they were forwarded to their destination."

Revenue of \$58,301,499

The report says that the growth of mail service in New York City has outstripped the facilities not only at the main office, but at the City Hall station, which is the designation of the old Post Office in City Hall Park. The growth of postal revenue from the New York office, which includes only the Boroughs of Manhattan, The Bronx, and a portion of Richmond, is shown in the following table:

Year	Revenue	Increase over previous year Per cent
1917	\$36,100,575.24	7
1918	41,408,226.27	14
1919	46,110,885.65	11
1920	53,301,498.91	15

The Commission made a personal inspection of the situation and gave a public hearing to the patrons of the mail service. As a result, it decided that the requirements could best be met by the construction of new buildings adjacent to the present Post Office, over the

INVESTIGATORS DECLARE OLD POST OFFICE SHOULD GO

Pennsylvania Railroad tracks, west of the Pennsylvania Station, and also near the Grand Central Station.

The Old Post Office Building

Of the old City Hall station, the removal of which is being advocated by The Merchants' Association, the report says:

"There is also pressing necessity for the relief of the City Hall Station of the New York Office. The situation here is an exceedingly complex one. The station is in a Federal building occupied jointly by Federal courts, the District Attorney, and the Post Office. It is on land which originally formed part of a City park, and that was deeded to the Government for postal and court purposes exclusively. A movement has developed in New York City to secure the return of the land to the municipality, and to have the municipality deed to the Government in exchange therefor a certain piece of land which is owned by the City and which is designed to be utilized in connection with a plan for a civic center. Negotiations between the Government and a committee representing the municipality, the committee consisting of the Mayor of New York City, the President of the Borough of Manhattan, and the Controller of the City of New York, are now in progress, and until the result of these negotiations are reported by the Postmaster General it is proposed to suspend further action."

Mail Trucks and Tubes

The cost and character of motor truck service is criticised by the Commission. Resumption of the mail tube service is advocated in the report as follows:

"Particular study has been made by the committees engaged in the surveys as to the desirability of restoring the pneumatic tube service. The survey has covered the situation regarding the tubes at New York, Chicago, and Boston, and they have been found to be a very valuable means for the transportation of the mails at all three points. At these offices there is an enormous volume of letter mail, the rapid transmittal of which is a matter of the utmost concern to the business interests. It has been shown that the pneumatic tubes would maintain a steady flow of this between the different stations and terminals involved, and this is regarded by the postal experts as of great importance.

"The tubes are not subject to interruption due to congestion in the streets or traffic conditions, and the speed of

transmittal greatly exceeds the speed of the motor vehicle service. In the report submitted July 26, 1921 (calendar day, July 29, 1921), many details were giving showing the advantages of the pneumatic tube system to the mail service including the saving that the installation of the tubes would permit by the reduction of the motor vehicle service; the capacity of the tubes; the number of letters actually transmitted thereby in New York City on certain dates; the infrequency of irregularities; the safety of the mails when being thus transmitted; the speed of transportation; the number of letters that would be advanced in delivery through the utilization of the tubes, etc. It need only be added now that certain local conditions have been found through the surveys to prevail both in Chicago and Boston that particularly enhance the value of the pneumatic tube system in both places."

The report then discusses conditions in Chicago and Boston and details plans for the extension of the postal tubes in those cities.

THE MULLETT POST OFFICE

New York Times

For some ten years an eminent Ohio architect, Abram B. Mullett, Supervising Architect of the Treasury, made this earth happy and the skies envious by his perversions, inversions and subversions of the "French Renaissance" style. He larded Washington with that unforgivable curiosity, the War, State and Navy Department Building. He filled the American cities with that type of bureaucratic architecture which had such an effect upon the political mind that, to the end of his days, that regretted old Republican sage, the Hon. Thomas Collier Platt, couldn't conceive of a Government public building in general, and the New York Custom House in particular, "without a dome." Time and Abram B. have passed; but still his glorious creation, the old Post Office, forty-six years old last month, invites the wrath of even the most indulgent eye.

What that sublimity of Grantian architecture is; its interior usefulness and sweet economy of design; the judgment of successive Postmaster occupants upon its healthfulness, usefulness, adaptability—this is ancient lore. Everybody who knows it by looks abominates it. Everybody who has tried to conduct the

postal business from inside of it knows that it is an antediluvian relic. It spoils the City Hall Park. It is absolutely inconvenient as a postal station. It is, in effect, only an ugly shell in which the Federal courts are housed insalubriously.

In a moment of weakness the City consented to despoil the City Hall Park and to rob itself for the momentous sum of \$500,000. That was a mistake of haste. A better conception of the public interest, a more enlightened esthetic sense, has made its way, and is assisted powerfully by practical considerations of the public business. The postal authorities at Washington, various committees of public-spirited citizens here and the City magnates themselves have been pondering the problem of swapping the present excrescent and intolerable Post Office site for a new, suitable and convenient one.

A committee, consisting of the Controller, the Borough President and the Mayor, represents the Board of Estimate and the City to confer with the Citizens' Committee which Postmaster General Hays appointed to study improvements in the postal business here. There is no longer question about the merits. The question is simply one of business and location. A site for a site, in the teeth of the fact that the City fifty years ago gave the Federal Government too much for nothing and mutilated the City Hall Park.

THE NATIONAL INCOME

The total national income of the United States in 1918 was \$61,000,000,000, as compared with \$34,400,000,000 in 1913, according to the National Bureau of Economic Research. The great increase in dollars, though, did not represent a like increase in production, most of it being due to the rise in prices. The actual total of commodities produced increased, therefore, very little, if at all, and a large part was war materials and not of a kind really benefiting consumers. Individual incomes, estimated on a per capita basis, rose from \$340 in 1910 and \$354 in 1913 to \$586 in 1918, but, the report says, \$586 in 1918 was equal to only \$372 in terms of the purchasing power of five years before.

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INDUSTRIAL CONVENTION DISCUSSES GREAT PROBLEMS

The Merchants' Association Was Well Represented in the Meeting of the Industrial Relations Association of America—Secretary Hoover Decries Unemployment

The Merchants' Association was represented by Mr. Martin Dodge and Mr. C. Luther Fry, Manager and Assistant Manager of The Association's Industrial Bureau, at the annual meetings of the Industrial Relations Association of America and the Academy of Political Science, held November 1-5, in the Waldorf-Astoria and Astor Hotels.

Important Problems Discussed

Both meetings were devoted to discussion of important present day problems in the field of industrial relations. Many of the speakers were men of national or international reputation.

One of the most interesting sessions of the Industrial Relations Association was its dinner meeting held on November 1. At this meeting some of the outstanding industrial relations experiences during the past year were discussed by Mr. C. S. Ching, Supervisor of Industrial Relations of the United States Rubber Company, who is also President of the New York Executives' Club and a member of the Industrial Relations Committee of The Merchants' Association; Mr. Philip S. Dodge, President of the International Paper Company; Mr. B. Seeborn Rowntree, Managing Director of Rowntree and Company, Limited, manufacturers of cocoa and chocolate products, York, England; and Miss Mary Gilson, Superintendent of Service and Employment of Joseph and Feiss Company, men's clothing manufacturers of Cleveland, Ohio.

Opinions on Unionism

This meeting was of particular interest because of the diverse opinions expressed by some of the speakers concerning the leadership and activities of labor unions in the industrial world. Whereas it was stated by the President of the International Paper Company that the operations of labor unions had been destructive of efficiency and good feeling in the plants of that company, it was the testimony of Mr. Rowntree that marked advances and benefits had been achieved in his plant through cooperation with the nineteen trade unions with which he has established relations.

Essential Labor Statistics

"Essential Labor Statistics and Their Uses" was the topic of discussion by

Mr. E. S. Bradford of New Rochelle, who stated that he believed that every manufacturer should have at hand careful statistics covering labor turnover, wages, cost of living, and unemployment.

Association's Members Spoke

The opening session of the Academy of Political Science was devoted to the subject of personal work and cooperation within industrial plants. Among the seven speakers who were called upon to discuss this subject, four are members of the Committee on Industrial Relations of The Merchants' Association. These included Mr. E. K. Hall, Chairman of the Committee, and Mr. Harold A. Hatch, Mr. Owen D. Young and Mr. Sidney Blumenthal. In this session as well as at various other times during the convention, the importance of the economic security of the workers and the dangers and wastes of unemployment were emphasized. Methods of meeting unemployment, particularly in a diversified seasonal industry, were ably discussed by Mr. Henry S. Dennison, President, Dennison Manufacturing Company, manufacturers of jewelry boxes, tags and other paper specialties.

Two Cabinet Members Spoke

The Hon. Herbert Hoover, Secretary of Commerce, and the Hon. James J. Davis, Secretary of Labor, both addressed the joint session of the Academy of Political Science and the Industrial Relations Association of America, which was held as a dinner meeting Friday afternoon, November 4, in the Hotel Astor. This meeting was also addressed by Mr. B. Seeborn Rowntree, of Rowntree and Company, and Mr. Hugh Frayne, of the American Federation of Labor. Mr. Hoover again emphasized the importance of securing some remedy for unemployment, stating that "one of the causes of ill-will that weighs heavily upon the community is the whole problem of unemployment. I know of nothing that more filled the minds of the recent Washington conference, while dealing mainly with emergency matters, than first, the necessity to develop further remedy for the vast calamities of unemployment in the cyclic periods of depression and, second, some assistance for the individual and reasonable economic security—to remove the fear of total family disaster in loss of the job.

I am not one who regards these matters as insolvable."

AN OCCASION OF GOOD OMEN

Brooklyn Standard Union

It was a representative body that heard Lord Bryce's address yesterday afternoon in the Hotel Astor. The Members' Council of The Merchants' Association of New York, who were the hosts, comprise representatives, about 300 in number, of the various groups into which the whole membership of the association, now nearly 7,000, is divided. This council has for its purpose to be a forum to hear discussion of important matters by important men; it is remembered that last year it entertained delegates from the Chambers of Commerce of the British Empire, heard American business and foreign credits discussed by Mr., now Secretary Hoover and other men of knowledge, and at other meetings listened to discussion of various phases of the business and international situation.

So in entertaining yesterday a former Ambassador of Great Britain and a former American Ambassador to Great Britain the council really was doing something, as its chairman, Mr. William C. Breed, said, "to assist in the creation of an intelligent public opinion."

There is no doubt that The Merchants' Association in itself constitutes a pretty effective portion of public opinion, for it was this association which broke the blockade of New York's commerce last year at the time of the strike of pier truckmen by organizing and financing the Citizens Trucking Company. * * *

Lord Bryce is in his eighty-fourth year. He has been a worker for peace and friendship all his long life. His words were solemn and affecting. They were spoken before an institution which has for one of its expressed objects "to procure a more enlarged, united and friendly intercourse and action between business men." In these busy days, when it sometimes seems as if everything that is gained must be gained by hateful contention, it is worth while to pause in appreciation of the influence of yesterday's meeting.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

CITY ASKS FOR REMOVAL OF ROBIN'S REEF OBSTRUCTION

In Appealing to The Merchants' Association, Commissioner Grover Whalen Says Plant of the Passaic Valley Sewer Commission Constitutes a Menace to Life—Wants It Abolished

The Merchants' Association has been informed by the Hon. Grover Whalen, Commissioner of Plant and Structures, that the City is taking steps to cause the removal of an obstruction maintained by the Passaic Valley Sewerage Commission at Robins Reef in the harbor where it is planned to locate the outlet of the Passaic Valley Sewer.

The Association has informed Commissioner Whalen that it is in hearty sympathy with his attempt to remove the obstructions from the harbor.

Commissioner Whalen's Letter

Mr. Whalen's letter to The Association reads as follows:

"I beg to submit to you herewith copy of a letter that I have this day addressed to the Corporation Counsel of the City of New York requesting the removal of the obstruction to navigation maintained in New York Bay near Robins Reef by the Passaic Sewer Commission.

"Your Association has done such valiant work in fighting the Passaic Valley Sewer, and further your Association is so deeply interested in the safety of navigation in the harbor of New York, that I trust I will have your active and valued cooperation in this effort to rid the harbor of a serious menace to navigation."

To the Corporation Counsel

The communication to the Corporation Counsel enclosed in Mr. Whalen's letter was as follows:

"On Saturday night, October 29, 1921, in a dense fog, the ferry-boat 'Mayor Gaynor' encountered an obstruction maintained in the channel between Manhattan and Staten Island.

"This obstruction is a floating plant maintained by the Merritt-Chapman Derrick and Wrecking Company, in connection with the construction of a sewer outlet in New York Bay for the Passaic Valley Sewer. The red lights displayed by this floating plant were not visible more than 100 feet away, owing to the denseness of the fog, and the crew aboard the Merritt-Chapman plant were not attending to their duty—were not sounding any fog horn or bell. The result was that the ferry-boat 'Mayor Gaynor' collided with the floating plant and fouled the moorings by which said floating plant is anchored

in the fairway. These steel cables became entangled in the propeller wheels of the 'Mayor Gaynor' and racked about the wheel and tail shaft until the boat became helpless, consequently, some 400 passengers were compelled to wait aboard the ferry-boat 'Mayor Gaynor' until the Police boat 'John F. Hylan' and the lighthouse tender 'Tulip' could reach the 'Mayor Gaynor' and tow her through the dense fog to her slip at St. George. As a result these passengers were five hours in reaching Staten Island from Manhattan.

Menace to Life

"The existence of this floating plant in the fairway southeast of Robins Reef, has been a constant menace to the lives of 60,000 passengers every day and to the property of The City of New York, and of the business men who transport merchandise across the Staten Island Municipal Ferry.

"This menace to lives and property becomes more serious at this time of the year when fogs are likely to obscure this plant and make it impossible for the ferryboat captains to determine its position. The peril is much aggravated by the crew of this Merritt-Chapman plant persistently refusing and neglecting to sound the proper signals, as required by the laws of navigation.

Says Proper Signals Were Lacking

"Will you, therefore, take immediate steps to compel the removal from the harbor of New York of this lawless obstruction to navigation. Such action is urgently necessary to protect the lives that are daily entrusted to the keeping of this Department.

"If the Federal Government has issued any license or permit to the Passaic Valley Sewer Commission or to the Merritt-Chapman Company for the maintenance of this obstruction to navigation in the harbor of New York, such permit is probably illegal and void, and, moreover, the Merritt-Chapman people have forfeited all rights that they may ever have had under such permit. If there is any such permit, by their persistent violation of the laws of navigation, in refusing and neglecting to utter proper signals for the warning of other craft, they have constituted themselves as outlaws, deserving of no consideration whatever, and ought to be swept out of the Bay without delay in order

to protect the lives of the people of this City and the property of this City.

"I hope you will proceed against this public peril vigorously and successfully. The City of New York owes it to the people who travel on the Municipal Ferries and to all other people who may have to be afloat on New York Bay in a fog, to stop this scandalous defiance of their right to protection from such a lawless and outrageous obstruction to navigation.

"I do not think that there is any other City in the world that would so patiently tolerate such an aggravated peril and I do not think that the officials at Washington who exercise control over navigation in this harbor, will permit this peril to continue if the matter is properly and forcibly presented to them.

"It may be noted that this floating plant that has so long been an offence and a danger to all shipping in this harbor and particularly to the Staten Island Municipal Ferry is part of the outfit employed in laying in New York harbor an outlet for the Passaic Valley Sewer, for the purpose of fouling the waters of this harbor. This is an outrageous procedure on the part of the State of New Jersey that has been vigorously opposed by the City of New York and by The Merchants' Association of this City but without avail.

"Although the City of New York has failed in the Courts to prevent the building of this sewer outlet it is not yet complete after the expenditure of \$1,500,000, and work has practically halted pending the efforts of the engineers and contractors to commit the Passaic Valley Sewer Commission to a further expenditure of \$500,000 on this outlet.

"Meanwhile, the plan is to construct a temporary outlet for this sewer in Newark Bay and that is probably the only outlet that ever will be completed and used. Therefore, there is no possible excuse for the further continuance of the Merritt-Chapman plant in New York Bay.

"Trusting that you will secure the prompt removal of this floating plant and thereby protect lives and property."

Ready to Cooperate

Responding to this communication. The Merchants' Association wrote:

PASSAIC SEWER WORKS OBSTRUCT THE HARBOR

"We beg to acknowledge your favor of November 1, 1921, in which you inform us that you have addressed the Corporation Counsel, requesting action by him to cause the removal of obstructions to navigation maintained in New York Bay near Robins Reef by the Passaic Sewer Commission, and note your request that you may have the active cooperation of this Association in your effort to rid the harbor of this serious menace to navigation.

"Our understanding is that obstructions of the nature indicated may be maintained in navigable waters only by virtue of permits issued by authority of the Secretary of War, and upon compliance with regulations respecting the maintenance of such obstructions.

"The question, therefore, is whether or not the obstructions in question are legally or illegally made, and whether or not the regulations governing the continuance of such obstructions have been complied with.

Proper Course Followed

"We think that you have followed the proper course in referring this question to the Corporation Counsel, who is the proper officer to take steps necessary for the removal of illegal obstructions or to proceed against offenders in the event that neglect of regulations has produced dangerous conditions.

"The Association is heartily in sympathy with your desire to prevent illegal obstruction of the harbor and to cause the removal of conditions which endanger traffic, but inasmuch as the matter is in course of adjustment through the proper legal channels, it would seem unnecessary for The Association to move in the matter pending the outcome of the Corporation Counsel's proceeding."

AUTOS KILLED 10 IN 100,000

Deaths from accidents caused by automobiles and other motor vehicles, excluding motor-cycles, increased decidedly in 1920, as compared with 1919, the Census Bureau announces. The deaths due to motor vehicles last year averaged within the death registration area of the United States 10.4 per cent for each 100,000 of population as compared with 9.4 per cent in 1919.

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WILL WORK WITH COMMISSIONER TOD

This Association Offers to Cooperate With the New Commissioner of Immigration

HE WELCOMES THE PROPOSAL

The Merchants' Association has written to the new United States Commissioner of Immigration, the Hon. Robert E. Tod, offering its cooperation and assistance in any matters in which it can be of use.

The Association has taken an active part in cleaning up the abuses at the immigrant station and it has furnished much information to the Commissioner of Immigration.

Offers to Cooperate

The letter to Commissioner Tod reads as follows:

"The Merchants' Association has noted with considerable interest your appointment as Commissioner of Immigration at the Port of New York. The proper administration of the immigration service at this Port is of such vital concern to the welfare of New York City as well as to the country at large that this Association has taken occasion during the incumbency of your predecessor to make a thorough inquiry concerning conditions at Ellis Island and to cooperate with the immigration officials for the purpose of improving such conditions. The lines of this inquiry and the conclusions reached are indicated in the attached report of The Association's Committee on Immigration and Naturalization.

Confidence in New Regime

"At the beginning of your administration, The Association wishes to express its confidence in your ability to carry out the very important functions which devolve upon the Commissioner at this Port, and to tender to you the use of its facilities as you may find it practicable to employ them. In addition to such assistance as may be rendered by the members of the staff of this organization, the Committee on Immigration and Naturalization will likewise be glad to cooperate with you. This Committee is composed of prominent business men who have given considerable thought and attention to the problems of immigration.

"Assuring you of our desire to be helpful in a way which will be mutually

beneficial to the immigrants and to our City and country, we are, etc."

Commissioner Tod's Reply

Commissioner Tod replied to this letter as follows:

"I am in receipt of your favor of the 7th instant, and thank you for the kind congratulations extended to me as Commissioner of Immigration at the Port of New York. I know that your Association can be of very great assistance in meeting the problems that we have to solve, not only here, but all over the country; and I feel very much gratified to think that I have your hearty support.

"I trust that some time you and other members of your Association will come over to Ellis Island and look the situation over. I think that Ellis Island has been given a great deal of unjust criticism—partly by sensational newspapers, and partly through propaganda started by the steamship companies and other organizations that are interested in breaking down the immigration laws of this country, so that they can bring more people here who may not be of the most desirable class for future citizens."

TRADE DECLINE

Journal of Commerce

The falling off of foreign trade at this port was not so pronounced during the month of September as compared with the same month last year. The imports only fell off by a total of \$78,013,168. The exports fell off by \$65,346,336. A noticeable feature of the report issued by the Collector of the Port was that both the total value of the imports and exports about balanced each other. The imports totaled \$106,610,356 and the exports \$106,460,276.

A remarkable drop in imports was noticeable in trade with Argentina, which was almost wiped out last month. The total imports only reached \$1,941,565, as compared with \$18,851,279 a year ago. Trade with Cuba again dropped, the totals being \$4,277,944, as against \$13,918,579 in September, 1920. Imports from Dutch East Indies, England and Straits Settlements showed a decrease. On the other hand, trade with Italy and Japan increased. The actual figures in detail for amounts over \$1,000,000 follow:

	1920	1921
Europe	\$61,562,695	\$48,420,804
North America	23,169,051	10,169,037
South America	43,649,639	12,152,740
Asia	47,187,542	21,847,402
Oceania	6,035,757	3,250,439
Africa	3,017,840	759,934
Total	\$184,623,524	\$106,610,356

THE ASSOCIATION'S NAME IS MISUSED

**Clothing Manufacturing Concern
Uses Title Unethically for Ad-
vertising Its Merchandise**

PROTEST MADE BY MEMBERS

A clothing manufacturing corporation, not a member of The Merchants' Association, and till recently a subsidiary of a long established firm of this City passing under the management of new owners, issued a soliciting circular in which the name of The Merchants' Association, without its knowledge or consent, was mentioned in a manner that has been properly protested by some of the members.

Deprecates Use of Name

The Association has thoroughly investigated the matter and has been told by the member formerly owning the subsidiary company that the use of the name of The Association in the circular was without his knowledge and that he deprecates its unethical use.

Never Aids Private Enterprise

It is well for members to keep in mind the fact that The Merchants' Association never in any way lends its support to any particular business enterprise, and that all statements, verbal, written or implied, indicating that it does are wholly unauthorized.

That during nine years it has only been necessary to reprimand three members for unethical use of their membership is fitting praise to the type of The Association's membership.

PARCEL POST

**New York Post Office Begins a
Campaign for Proper Prepa-
ration of Parcels**

Postmaster Morgan announces that the Post Office Department is inaugurating an intensive campaign for the proper preparation of parcels for the mail.

The cooperation on the part of mailers of parcel post packages is requested with the view of reducing to the minimum, damage or breakage to parcel post matter.

It is obviously to the interest of senders to see that parcels are carefully packed, wrapped and tied securely, but they must not be sealed, as sealed par-

cels are subject to the letter rates of postage.

Parcels improperly packed will not be accepted for mailing.

Proper preparation of parcels includes the use of strong wrapping paper and secure tying with twine of sufficient strength to withhold the handling to which parcel post matter is subject.

Ordinarily parcels weighing twenty pounds or less are carried in mail sacks which are arranged in piles, therefore the wrappers should be of sufficient strength to not only resist the pressure of the other mail, but to also withstand the weight of the other sacks of mail, which may be piled thereon.

FREE PORT FINISHED

The free port of Goteborg, which is important in connection with future Baltic and Russian trade, is now completed and will be formally opened in April, 1922. Work upon this project was begun in 1912, and its cost when completed will be over 20,000,000 crowns (\$5,360,000 at par), or more than three times the amount originally estimated. While the city of Copenhagen has leased the total operation of the free harbor to a free port company, which thus operates it without any intervention from the city, the free port company of Goteborg will be a half municipal concern, as is the case in Hamburg.

NON-ATTENDANCE AT SCHOOL

Thirty per cent of the school population of the United States fails to take advantage of the facilities of the public day schools, it was shown in a report issued to-day by the United States Census Bureau. The Bureau defines the school population as including all persons between 5 and 20 years of age.

FOR LIMITATION OF ARMAMENTS

Copies of Preambles and Resolutions adopted by The Merchants' Association, with relation to the limitation of armaments by international agreement, have been forwarded to President Harding and to the American members of the Armament Commission.

MOTOR BOAT CONVENTION POSTPONED

The Convention Bureau of The Merchants' Association announces that the convention of the Motor Boat Club of America, listed for November 16, has been postponed for a month.

SENATOR FOGARTY IS REINCARNATED

**Fourth of That Name Was
"Speaking for Mr. Gerard"
and Wanted \$100**

GATHERED IN BY DETECTIVE

**Prepared by the Bureau of Advice and
Information of the Charity Organi-
zation Society**

A fourth Senator Peter Justus Fogarty has felt the pinch of the law. He called up by telephone recently the president of a well known business firm, stated that he was speaking for Mr. James W. Gerard, former Ambassador to Germany, now interested in the Emergency Headquarters of the War Veterans Employment Association, and asked for a contribution of \$100 to lease various properties through the City for the work of the bureaus and for the sheltering and feeding of the ex-service men. This amount, he said, would complete the \$75,000 necessary to begin the work.

Stepped Into the Trap

He was promised the money if he would call and present receipt, but not being sure of his ground he put the receipt in an envelope and hired a boy on the street for forty cents to call and deliver the envelope and receive another in exchange. The boy got the envelope not knowing its contents, also unaware that he was being followed, and just as he handed it to the "honorable Senator," the detective introduced himself and with compelling force invited the Senator to jail. When arraigned in the Magistrates Court, the prisoner gave his name as Matthew Nichols, waived examination and was held in \$5,000 bail for the Grand Jury.

Thought Public Had Forgotten

Now it happens that just a year ago a similar appeal was circulated over Mr. Gerard's name. Through this Bureau the matter was brought to Mr. Gerard's attention, whereupon he issued a statement warning citizens against the bogus appeal and seeking aid in running down the fake solicitors. Senator Fogarty evidently thought the public had forgotten. He thinks differently now.

Just how many Peter Justus Fogartys remain is uncertain, but the swindle will last as long as prominent citizens respond to telephone appeals with substantial contributions.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, NOVEMBER 21, 1921

No. 42

Naval Disarmament Plan Cordially Approved

On Behalf of The Merchants' Association, President William Fellowes Morgan Heartily Congratulates Secretary of State Hughes upon the American Proposal for a Naval Holiday and Limitation of Fighting Fleets—Plan Conforms to Suggestions of this Association

President William Fellowes Morgan, on behalf of The Merchants' Association, and in accordance with the disarmament resolutions recently adopted by The Association upon the recommendation of its Military Committee, of which Mr. William M. Baldwin is Chairman, last Wednesday sent a strong telegram to Secretary of State Hughes expressing approval of the proposal put forward by the American delegates to the disarmament conference for the limitation of naval armaments, and pledging the support of The Association's membership to similar efforts to limit armaments.

Plan Exceeds Hopes

"The naval disarmament plan laid before the conference by Secretary Hughes on behalf of the American delegates," President Morgan said, "goes even further than our Association dared to hope it would be possible to go when we took action before the conference met upon the question of disarmament.

"Our Military Committee laid before us a report, which we approved. It expressed the opinion that the time had come when the nations of the world, by joint agreement, should not only retrench in the matter of military expenditures, but should also reduce their armaments to those necessary only for the adequate policing of their territories and for the protection of their commerce. It said that, as existing arma-

ments were believed to be ample for such purposes, work on all classes of war vessels now under construction should immediately cease, and further expenditures should be restricted to those necessary for the operation of such military and naval units as may be deemed adequate for such policing and protection.

Telegram to Secretary Hughes

"The Hughes proposal was framed along the lines recommended by the Committee, and naturally it has our enthusiastic support. I have sent the following telegram to Secretary Hughes, expressing our position in the matter:

"On behalf of The Merchants' Association of New York I desire to extend to you cordial congratulations upon the proposal put forward by the American delegates to the Armament Conference for the limitation of naval armaments by the United States, Great Britain and Japan. This proposal demonstrates the good faith of this country in calling the Conference, and presents a clean-cut, practicable plan for relieving the three great nations from an intolerable and useless burden of expense.

In Accord With Action Taken

"The proposal is distinctly in accord with the action recently taken by The Merchants' Association, in which it expressed the hope that the delegates of this country would endeavor to secure

the adoption by the conference of such measures as would lead definitely and speedily toward a drastic reduction of budgets for military and naval purposes. The acceptance by Great Britain and Japan of the principle proposed by this country goes far beyond the hopes of the advocates of disarmament, and is a splendid augury for similar action with regard to land armaments.

Pledges Earnest Support

"Our Association, which includes upward of six thousand five hundred of the leading business houses in this City, pledges its earnest support to the American delegates to the conference in the proposals already made and for similar efforts for the reduction of armies and for the settlement of the vexing problems of the Orient."

Great Step Forward

"I regard the proposal and acceptance of the naval plan as the greatest forward step that civilization has made since the adoption of the Declaration of Independence and the establishment by the United States of a workable democratic form of government. The proposal of the plan swept away the cobwebs and red tape of diplomacy, and it has set the world ablaze with enthusiasm. At last we begin to see relief from the crushing burden of military preparation and the dawn of the world peace that has been the dream of ideal-

NAVAL DISARMAMENT PLAN IS APPROVED

ists since the beginning of civilization. As the largest commercial organization in the largest city of the country, we are eager to uphold the delegates of the United States in this and any other move that they may make for the establishment of world peace upon a firm foundation."

HOUSING COMPETITION

This Association Will Participate in Movement to Improve Housing Conditions

The Board of Directors of The Merchants' Association has authorized President William Fellowes Morgan to appoint a representative of The Association to act with representatives of other organizations upon a Committee of Award in a competition for improved designs for tenements and dwellings.

The present State Tenement House Law was the result of a similar competition carried on between architects for improved designs of tenement house construction. Since then, there have been many changes in general housing conditions and, in view of the present lack of housing, another competition of a similar character is deemed advisable and advantageous.

CRIMINAL CHAUFFEURS

Committee on City Conditions Is Asked to Take Action for Enforcement of the Law

The Merchants' Association's Committee on City Conditions and Ordinances has been requested by the Board of Directors to endeavor to secure appropriate action by the proper State and Municipal authorities to prevent the licensing of men with criminal records as chauffeurs and to bring about the revocation of licenses which have been issued to former convicts. The Committee will proceed through the office of the Secretary of State and the Bureau of Licenses of New York City.

NEW COMPANIES DECREASE

It appears from returns specially compiled by "The Journal of Commerce" that 634 new companies with an author-

ized capital of \$100,000 or greater were organized under the laws of the principal States during October, representing a grand total of \$503,394,000. In the corresponding period a year ago there were 1,095 new companies formed, with a combined authorized capital of \$1,179,801,300. The September returns of the current year indicated that 699 concerns took out charters, representing an aggregate of \$489,846,100.

PHILIPPINE ACCOUNT LAW IS DEFERRED

This Association Led the Fight Against Unfair Statute Af- fecting Business Houses

POSTPONEMENT FOR A YEAR

The Merchants' Association, through its Foreign Trade Bureau, has received word that the Philippine Legislature has postponed for a year the operation of the law which would have required all merchants doing business in the Philippine Islands to keep their books and accounts in English, Spanish or a native dialect after January 1, 1922.

This Association Voiced Protest

The Merchants' Association, acting on behalf of a large number of its members doing business in the Philippines, made earnest representations to the President, the Secretary of State, the Secretary of War and other officials, as well as to the Philippine Legislature itself, with regard to this law. This Association pointed out that the law was unnecessary and that it would inflict great hardship upon many merchants in the Philippine Islands, including prominent and long established Chinese houses.

Postponement the Result

The Philippine Legislature met on October 15 and the complaints made against this law were taken under consideration. The postponement of its operation is the result.

COMMITTEE APPOINTMENT

Mr. John Dunlop, of John Dunlop and Sons, has been appointed a member of The Association's Committee on Inland Waterways and Water Storage, of which the Hon. Herman A. Metz is Chairman.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

CANADIAN RULES FOR IMPORT MARKS

State Department Sends State- ment from Consul General Foster With Regulations

MAKES THE PLAN PRACTICABLE

The Merchants' Association has been urging through the State Department that the Canadian regulations requiring the marking of imports after January 1, 1922, with the name of the country of origin, should be modified in certain respects and especially with regard to imports of textiles.

Effort Proves Successful

The success of the efforts of The Association in this regard has been announced in a letter from the Hon. F. M. Dearing, Assistant Secretary of State, enclosing the following communication from Consul General Foster at Ottawa:

"In reply to the Department's telegram of November 8, 6 P. M. (I. B. 642.00212/21) I report that the new regulations are not yet issued though they are expected today or tomorrow. Upon their issuance I shall forward copies immediately. Information has reached me to the effect that these regulations provide that textiles may be stamped on one end of weave or roll and piece ticket; that carpets may be stamped on the protruding ticket attached to each roll at the center; that linoleum and oilcloth may be stamped or may have attached to them an adhesive label or may be stenciled on one end of the roll. There appears to be no change so far as hosiery is concerned.

"No extra duty is applicable to goods ordered before October and imported prior to July. Former marking on a watch movement will be accepted if imported prior to October. In regard to metallic goods, raw materials which are not intended for sale to a consumer will be admitted upon certificates made to that effect by the importer."

EXEMPT FROM TAXATION

The estimated value of the national wealth in 1921 was \$290,000,000. The value of real property taxed was \$150,000,000,000 and real property exempt from taxation \$18,550,000,000 or about twelve per cent of the property taxed. The property not taxed was worth about as much as all the railroads and their equipment in the country.

WHY NOT ABOLISH USE OF PASSPORTS?

This Association Makes a Suggestion Which Would Greatly Benefit Travelers Abroad

WILL AID IN TREATY MAKING

Abolition of passports whenever possible will be suggested to the Secretary of State by The Merchants' Association.

Present Procedure Annoying

This was decided upon by the Board of Directors after it had considered the following recommendations from its Committee on Foreign Trade, of which Mr. Lucius R. Eastman, President of the Hills Brothers Company, is Chairman:

"Your Committee on Foreign Trade, at a meeting held on Tuesday, November 1, voted to recommend that The Merchants' Association of New York go on record in favor of the Government of the United States taking up with certain foreign governments the possibility of ameliorating passport requirements now effective for nationals entering the countries in question, with the view of bringing about an agreement for the abolition of passports if and when possible.

"This recommendation is made because the continuation of the passport regulations and procedure of many governments constitutes an annoying and aggravating requirement which is needless and necessitates an unwarranted financial delay on the part of travelers. The result is a severe handicap upon international trade.

Passports No Longer Needed

"In the opinion of the Committee the conditions which warranted strict passport control during and immediately following the war have now largely disappeared, particularly so far as the United States and certain other countries are concerned. Moreover, it is generally admitted that the fancied protection offered by passport control at present is of little value. For these reasons Belgium has modified its requirements (for example, visés are no longer required,) and France and England are considering doing so for nationals entering or leaving these three countries.

"It is the judgment of the Committee that the passport situation can be more

satisfactorily discussed and the opinion of The Association most satisfactorily presented to the Department of State, provided the Board of Directors authorizes the presentation, through the medium of a personal conference of representatives of The Association with Secretary Hughes."

New Commercial Treaties

The Merchants' Association will offer to cooperate with the State Department in connection with the drafting of commercial treaties.

This matter was brought up in view of the fact that a new commercial treaty with Germany is about to be negotiated. The Foreign Trade Committee submitted the following report to the Board of Directors:

"Your Committee on Foreign Trade at a meeting held on Tuesday, November 1, voted unanimously to recommend that The Merchants' Association of New York tender its assistance and cooperation to the Department of State in connection with the provisions to be incorporated in the pending commercial treaty with Germany and in fact in connection with all general treaty matters.

Peace with Germany

"The announcement of a state of peace with Germany only awaits the exchange of ratifications following which a commercial treaty between Germany and the United States is to be immediately drafted. The great importance of the terms of this treaty to the future development of our trade and commerce warrants, in the judgment of your Committee, the most thorough and painstaking preparation of all relevant economic data for the use of those persons representing the United States in the negotiations. The fact that German representatives are always eminently qualified and fortified with full knowledge regarding the economic conditions of the countries at interest, while representatives of the United States have sometimes been handicapped by the lack of the necessary economic data, justifies this action by The Association. It is felt that The Merchants' Association of New York can undoubtedly render a valuable service in this connection.

"It is the belief of the Committee that this offer should be presented to Secretary Hughes by a personal visit of the proper representatives of The Association rather than by correspondence."

This report was considered and unanimously approved by the Board.

Why not file "Greater New York"?

ERIE HIGHER RATE PLAN IS OPPOSED

Traffic Bureau Argues Against the Proposal to Impose Terminal Charges on Vegetables

RATE HEARINGS IN CHICAGO

Announcement was made in "Greater New York" on October 24 of a hearing, before the Interstate Commerce Commission on a petition filed by The Merchants' Association, through its Traffic Bureau, requesting suspension of Erie Railroad tariffs proposing to establish terminal charges for the delivery of fruit and vegetables carloads at Duane Street Station, Piers 20 and 21, North River. These charges were proposed in addition to the through rates provided for the transportation of these articles to this terminal.

New Rates Opposed

At the hearing before the Commission in Washington, on November 10, the Assistant Manager of the Traffic Bureau appeared on behalf of the members of The Merchants' Association, presented testimony showing why the proposed charges should not be permitted to become effective, and participated in the development of essential facts for guidance of the Commission in rendering its decision.

Participates in Chicago Hearing

Hearings upon fourth section applications of Mr. R. S. Countiss, Agent, Transcontinental Freight Bureau, before Examiner Disque, were begun on November 15 at Chicago. These applications seek authority to establish all-rail rates upon various commodities from Eastern defined territory to Pacific Coast terminals, which are lower than rates contemporaneously maintained on like traffic from and to intermediate points. They also seek authority to continue to charge rates for the transportation of sugar carloads from Pacific Coast terminals and other Western points to Chicago, which are lower than rates contemporaneously in effect on like traffic to intermediate points.

In the interest of the trade and welfare of New York, the Manager of the Traffic Bureau is attending these hearings and participating in the development of essential facts to guide the Commission in rendering its decision upon the matters.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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PROTECTING NEW YORK CITY FROM UNJUST AND DISCRIMINATORY RATES

The Merchants' Association is constantly on the alert to protect New York City from rail and water transportation rates that are unjust to New York shippers. Several years ago it fought with vigor against an unfair readjustment of trans-continental rates. It also made strong efforts to convince the Interstate Commerce Commission of the injustice of the so-called differential rates which handicap the Port of New York as compared with competitive ports.

The transportation situation at present necessitates many rate readjustments. The war disarranged the rate structure and brought about injustices in many of its ramifications. The Merchants' Association, through its Traffic Bureau, is undertaking to see to it that New York City is not discriminated against in the process of making the readjustments.

The temptation is always strong to discriminate against New York. It is easier of access from the West than any other port on the Atlantic seaboard, and both the carriers and the officials who have control of rate-making are constantly urged to deprive it of some of its natural advantages for the purpose of diverting traffic to less favored ports. The report from The Association's Transportation Committee, which appears on another page, indicates that The Association is leaving nothing undone to prevent injustice to the City in the matter of rates.

BETTER TIMES

The Federal Reserve Board's business review for October says that the marketing of agricultural products proceeded rapidly during the month, stimulating activity in important lines of industry and trade. It adds:

"The higher prices realized by the farmer for tobacco and cotton, and from heavy sales abroad of cereals have given him ready cash and have brought him into the market for purchases of seasonable goods

with corresponding benefit to trade in the producing regions. Improved collections and the reduction of outstanding loan accounts have followed in the train of this renewed activity. The beginnings of improvement are noticeable, even in portions of the country such as some of the southern and southwestern districts where credit conditions have been more serious than generally."

The Bureau of Commerce likewise finds improvement in some of the more important countries of South America and these indications of the approaching business revival are confirmed in other directions.

Apparently the long interlude of depression is nearing its close.

PATENT OFFICE CRIPPLED

A statement prepared by the Hon. Thomas Robertson, United States Commissioner of Patents, describing the serious condition which exists in the Patent Office owing to inadequate appropriations, has been received by The Merchants' Association.

The statement shows that the arrears of work in the office have increased from 15,000 applications two years ago to more than 56,000 applications now, and that the office is running behind 400 applications a week. A slight increase in fees, as provided for in a bill which is pending in the House would remedy the situation and restore efficiency in the office. The Merchants' Association has strongly advocated the passage of this bill which is in danger of being put aside in the rush at the conclusion of the special session.

EUROPE HAS BEGUN TO PAY

The exports from the United States to Europe during the month of September decreased \$31,000,000 as compared with August, while the imports from Europe increased approximately \$4,000,000.

These figures indicate that Europe has begun to pay something on what she owes this country.

DEFENDS NEW YORK SHIPPERS AGAINST DISCRIMINATION

The Merchants' Association Takes Action Upon Proposals Which Would Affect Rates to and from this City—Important Changes in Transcontinental Rates Are Under Consideration

Several important recommendations made by The Merchants' Association's Transportation Committee, of which Mr. Daniel P. Morse is Acting Chairman, have been approved by the Board of Directors of The Association.

Committee's Recommendations

The recommendations include action with regard to through and local rates on the transcontinental rail lines, the rates on sugar from the Pacific Coast to Chicago, the amendment of the Pomerene Bill-of-Lading law, the extension of Government water transportation to Monroe, Louisiana, and amendments to the minimum rates upon hay and perishable food products.

Report of the Committee

The report of the Committee, as unanimously approved by the Directors, was as follows:

"The Transportation Committee of The Merchants' Association of New York, at the meeting held at the offices of The Association on Thursday, November 3, 1921, gave consideration to the following subjects:

I

Application of transcontinental lines for authority to establish all-rail rates upon various commodities from eastern defined territories to Pacific Coast terminals which are lower than rates contemporaneously maintained on like traffic from and to intermediate points.

"The application of the rail carriers seeks the authority of the Commission for the establishment of reduced or sub-normal rates upon a large number of important commodities produced in the eastern and central territories to the Pacific Coast ports in competition with carriers by water operating through the Panama Canal from Atlantic and Gulf ports to the Pacific Coast ports without the observance by the rail carriers of the long and short haul rule.

"The proposal of the carriers is to apply the same rate upon particular commodities as set forth in the petition to the Pacific Coast port cities from all territory on and east of the Mississippi River and north of the Ohio and Po-

tomac Rivers or, in other words, on the so-called 'Postage Stamp Basis.'

"An analysis of the rates proposed by the carriers would indicate that many of the rates, especially from Pittsburgh, Buffalo, Cleveland and central territory, are less than would be compelled by actual water competition; that the rail carriers are proposing rates based upon the so-called 'market competition;' that by reason of such rates the sources of supply upon which the Pacific Coast cities now draw would be transferred from the eastern territory to more western points of production; and that the proposed rates take away from the Atlantic port cities the natural advantages flowing from their location on the Atlantic Seaboard, which diversion of traffic should not be accomplished through artificial rate adjustments.

"After a full discussion of the subject and careful consideration of the proposal of the carriers, the following recommendation was adopted by the Transportation Committee, for the approval of the Board of Directors:

"Resolved, That The Merchants' Association of New York reaffirm the position heretofore taken in the 'Spokane Case,' the 'Transcontinental Fourth Section Cases,' and the 'Intermediate Rate Case,' in opposition to proposed rate adjustments that will deprive New York and eastern cities of their natural advantage or which, by artificial rate adjustments, would tend to unreasonably limit their ability to market the goods produced in eastern territory on the Pacific Coast, and be it further

"Resolved, That while the central territory points are entitled to some relief from the existing all-rail rates to the Pacific Coast points in competition with the carriers by rail and water, the extent of the reductions from such territory should be such as not to deprive New York and eastern territory of its natural advantages due to the water routes serving the Atlantic ports, and be it further

"Resolved, That, for the protection of the trade and welfare of New York, The Merchants' Association of New York be represented by its Traffic Bureau at the hearings

before the Interstate Commerce Commission where these rates will be under consideration, with the view of protecting the interests of the Port of New York and the development of necessary facts for guidance of the Commission in the rendering of its decision."

II

Application of the transcontinental carriers for authority to continue to charge rates for the transportation of sugar, carloads, from Pacific Coast terminals and other western points to Chicago, Illinois, which are lower than rates contemporaneously in effect on light traffic to intermediate points.

"The sugar industry is one of the leading industries at the Port of New York and one of the principal markets for the disposal of this class of goods is in the Chicago territory. The sugar interests of New York are protesting vigorously an artificial adjustment of rates from the Pacific Coast to Chicago which will permit the dumping of the California products in Chicago territory in competition with New York refineries through a maladjustment of rates.

"It is the view of the Transportation Committee that whatever rates may be approved by the Interstate Commerce Commission from California should be made commensurate with the rates applicable from New York considering all transportation conditions and that due recognition should be given to the fact that the points of production on the Atlantic seaboard are more than one thousand miles nearer to the Chicago market than the refineries located on the Pacific Coast and that rates should not be adopted that would have the effect of taking away from New York its natural advantages.

"It is the recommendation of the Transportation Committee, in the interest of the trade and welfare of New York, that The Merchants' Association of New York, through its Traffic Bureau, should enter its appearance at the hearings before the Interstate Commerce Commission for the purpose of insisting upon a proper recognition of New York's interests in the revision of rates under consideration."

CHANGES IN BILL OF LADING LAW RECEIVE APPROVAL

III

Senate Bill 2530 proposing to amend the Pomerene Bill of Lading Act.

"Senate bill 2530 is a bill introduced by Senator Pomerene for the purpose of clarifying the existing law by more specific definitions of "straight" bills of lading and "order" bills of lading, as well as for the purpose of clarifying and correcting other provisions contained in the Bill of Lading Act to conform with interpretations made by the United States Supreme Court. One very important provision of this new bill is the incorporation of a section under which a shipper may obtain a clean bill of lading when goods are loaded by a shipper at a public team track or a public freight house or platform, which section reads as follows:

Section 20 (a). That when goods are loaded by a shipper at a public team track or at a public freight house or at a public freight platform at a station where the common carrier maintains a freight agency, such carrier shall, on written request of such shipper, and when given a reasonable opportunity by the shipper so to do during the loading, count the pieces or packages of goods or make other proper description thereof and ascertain the kind and quantity, if bulk freight, within a reasonable time after such written request, and such carrier shall not, in such cases, insert in the bill of lading "Shipper's weight, load and count," or other words of like purport indicating that the goods were loaded and counted by the shipper or the description of them was made by him. If so inserted, contrary to the provisions of this section, said words shall be treated as null and void and as if not inserted therein.

That a common carrier shall not by notice, receipt, contract, rule, regulation, practice or tariff, seek to give to a bill of lading issued under the circumstances above stated the effect of a bill of lading containing the words "Shipper's weight, load and count," or words of like purport; and any attempt so to do shall be null and void.

"It is the recommendation of the Transportation Committee that Senate Bill 2530 be endorsed by The Merchants' Association of New York."

IV

Extension of Mississippi-Warrior River Service to Monroe, Louisiana.

"The Traffic Bureau presented to the Transportation Committee for their consideration and recommendation a petition from the Monroe, Louisiana, Traffic Bureau, that The Merchants' Association of New York approve and endorse the extension by the government of water transportation service to Monroe, Louisiana, to be operated as a government transportation agency.

"Inasmuch as The Merchants' Association of New York is already on record in opposition to government control and operation of transportation facilities, believing that that is a function that should be provided by private capital

under private operation, and in view of the action taken by The Merchants' Association of New York in the matter of government operation of transportation facilities on the New York State Barge Canal, it was the view of the Transportation Committee that the proposal of the Monroe Traffic Bureau for the extending of government operations in the Ouachita and Black Rivers should not be endorsed by The Merchants' Association of New York."

V

House Bill 8689, amending Interstate Commerce Act.

"Consideration was given by the Transportation Committee to bill H. R. 8689, introduced by Mr. Jefferis, of Nebraska, proposing to amend the Interstate Commerce Act by the addition of the following provision:

Provided further, that from and after the passage of this act, any railroad or railroad carriers of freight for hire, on its own initiative, and upon its own line or lines, between stations thereon, or by joint freight rate agreements with connecting railroad carriers of freight for hire, to stations upon such connecting carrier line or lines, may promulgate, file, put into effect and charge for the transportation of hay, grain, potatoes, live stock, fruits, vegetables, eggs, milk, cream, and other perishable food products, coal and building materials, a lesser rate or rates than the rate or rates theretofore fixed and determined by the Interstate Commerce Commission for the transportation of such commodities;

Provided further, that such rate or rates so initiated shall be effective immediately upon the filing of such promulgated rate or rates with the Interstate Commerce Commission, state railway commission, or other public utility commission, or either of them, having jurisdiction of such rate or rates, and such rate or rates shall not be increased during the period of time stated in such rates so promulgated and filed; and

Provided further, that the Interstate Commerce Commission shall have no jurisdiction or power to fix and determine a minimum rate on any said commodities.

"Careful consideration was given to this proposed measure by the Transportation Committee, with the result that they found three principal grounds upon which this proposed bill should not be approved:

"1. Class legislation.

"2. Opens the way for the worst kind of rate discrimination and favoritism which made necessary the existing provision in the Interstate Commerce Act requiring that due notice be given to the public of proposed changes in rates.

"3. It would be possible for State commissions to establish rates on intrastate traffic that would unduly prefer same to interstate traffic.

"The existing law provides that reduced rates may be put into effect upon short notice on proper petition to the Interstate Commerce Commission and

the securing of special authority. By operating under existing laws carriers may establish reduced rates without discrimination.

"It was, therefore, the recommendation of the Transportation Committee that bill H. R. 8689 be not approved."

NEW YORK PORT

New York Herald

There is something more than mere platitudes in the sentiment expressed at the first joint meeting of steamship officials with the Port of New York Authority that "the world pre-eminence of the port of New York must be maintained."

The day has passed when New York's natural advantages were a protection against the loss of entrepot trade, both inward and outward. Other ports have lubricated their machinery and made up in improved modern facilities what they lacked in natural advantages of harbor and geographical position, while New York's unwarranted feeling of security has brought this port in danger of falling victim to its own absence of foresight.

A warning that the example of the hare and the tortoise may be repeated in another form is contained in the figures for New York's share of the export and import trade in the last three fiscal years. In 1919, out of total trade of \$10,327,000,000 for the whole country, 44.8 per cent, or \$4,635,000,000, passed through New York; in 1920 total trade was \$13,346,000,000, and 47.1 per cent, or \$6,286,000,000, passed through New York; in 1921 total trade was \$10,170,000,000, of which 43.9 per cent, or \$4,465,000,000, passed through New York.

At the same time the Gulf ports forged ahead, particularly in the export trade, where the employment of domestic banking and insurance facilities is greater than in the import trade. At the Gulf ports the imports for the three years were \$174,000,000, \$304,000,000 and \$253,000,000 respectively. But the exports were respectively \$958,000,000, \$1,446,000,000 and \$1,469,000,000.

CONVENTION POSTPONED

The American War Mothers' Convention, New York State Chapter, listed for November, has been postponed until January.

TUBERCULOSIS IS FOE OF INDUSTRY

**Enormous Losses Are Inflicted
Upon Mankind by the Prevalence of This Dreaded Disease**

NATION-WIDE WARFARE WAGED

**Prepared for The Merchants' Association
by the National Tuberculosis
Association**

The problem of labor turn-over must always be considered in any plan of efficient production. This is a truism, of course, but how many production engineers have considered labor turn-over as involving not only the worker who leaves his job for another, but the worker who leaves his job for a hospital or a grave!

Toll of the White Plague

The bare statement that no less than 800,000 working men and women in this country are afflicted by a preventable and curable disease and more than 92,000 of them die annually from this disease, sounds startling. This is the case, and tuberculosis is the disease. Yet the 92,000 or more workers who die from tuberculosis are only 70 per cent of the total death roll from this disease. During the past year 132,000 persons of all ages died from tuberculosis in the United States.

In addition to the million active cases of tuberculosis now in existence here, it is estimated that there are also at least another million persons who have the disease in a latent or quiescent form. The ever-present danger to this last group is that at any time over-exercise, unwise living, or a slight reduction in the power of resistance may cause the disease to assume an active form.

Economic Loss About \$500,000,000

The economic loss due to tuberculosis has been estimated at no less than a half billion dollars annually. Worst of all, it is a loss which can be avoided, since tuberculosis is preventable and curable. Carefully worked out demonstrations have shown that it is possible to control tuberculosis and virtually eliminate it at a per capita expenditure of \$2 per year over a period of from ten to twenty years in a given community.

The National Tuberculosis Association, which now has 1,200 affiliated organizations in all parts of the country, is carrying on a widespread campaign of education in respect to the nature of

tuberculosis and the effective means of combatting it. Despite great odds, this is a winning fight, for in the fifteen years since the Association began its work, the death rate from tuberculosis in the United States has dropped from 200 for every 100,000 population to 120 per 100,000 population. Statisticians estimate that in view of the present population as compared with that of fifteen years ago this reduction of the death rate means a clear saving of 75,000 lives a year.

Tuberculosis in Industry

One very important phase of the educational work of the Association deals with tuberculosis in industry. This problem resolves itself into two different phases:

First, the prevention of infection, which resolves itself into safeguards against spitting, sneezing and coughing by constant health education of workers and by periodical medical examinations.

Second, building up and maintaining the resistance of the individual. This requires, in addition to medical supervision and health education, the development of the best community activities for recreation.

Possible Saving Enormous

In regard to the return on such an investment in better conditions, the National Tuberculosis Association has estimated that, on an average, two and one-half years could be added to the average life-time of every individual in the United States if tuberculosis were removed as a cause of death. This would mean a gross saving of at least \$25,000,000,000 to the industries and people of this country. To remove the disease or reduce it to a negligible minimum would cost probably in the neighborhood of \$2,000,000,000.

Seeks Unky

The purpose of the National Tuberculosis Association and its allied agencies is to unite communities all over the United States in order to secure the machinery and assistance necessary to prevent and control tuberculosis. The Fourteenth Tuberculosis Christmas Seal Sale, which will be held in December of this year, provides the revenue for this great health and life-saving movement. Every dollar's worth of seals purchased means a blow at this disease.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

WILL COOPERATE IN IMMIGRATION

This Association Offers Commissioner General Its Assistance in the Elimination of Abuses

IS GLAD TO BE OF SERVICE

Following the recent correspondence between The Merchants' Association and Immigration Commissioner Tod, assurance was given to the Commissioner General of Immigration, The Hon. W. W. Husband, of the desire of this Association to cooperate with him.

Letter Offers Assistance

The letter to Commissioner General Husband was signed by the Manager of The Association's Industrial Bureau and was as follows:

"Enclosed herewith are copies of recent correspondence between this Association and the newly appointed Commissioner at Ellis Island, the Hon. Robert H. Tod. This correspondence is the sequel to our study of the Ellis Island situation during Mr. Wallis's administration, the results of which are still in your possession.

The Reorganization

"I have noticed in various newspaper reports that reorganization has been taking place at Ellis Island to some extent along the lines recommended by this Association's Committee on Immigration and Naturalization. As we believe that the purposes of our inquiry could be best served by your use of the findings as you saw fit, I have not felt at liberty to make separate inquiry regarding the status of the Ellis Island situation. On behalf of our Committee and the officers of The Association, who have taken a very keen interest in this whole matter, I should much appreciate knowing how valuable our findings have proved to be and to what extent you have found it feasible to apply The Association's recommendations.

"Meantime, it has been thought best to keep contact with the local situation, which explains the reason for the enclosed correspondence.

"I trust that if we have been of any constructive service in this matter it may continue, and I do not need to assure you again that such service is our objective."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

CABLE COMPANIES INSIST ON FEES

**Decline in Foreign Trade Does
Not Seem to Them a Reason for
Lower Registration Charges**

ACTIVITIES IN FOREIGN TRADE

The Merchants' Association, through its Foreign Trade Bureau, made a further appeal during October to the six cable and wireless companies responsible for the inauguration of the Central Bureau for Registered Addresses for a reduction of the annual registration charge of \$2.50. The Association called the attention of the companies to the depressed condition of the foreign trade of the United States which has been accompanied by a decline in the use of cables and wireless apparatus, and pointed out that a reduction in the registration fee or its entire elimination would undoubtedly be helpful.

Cable Companies Obdurate

The replies received from the cable companies indicate that there is little likelihood of action in this direction.

The Foreign Trade Bureau of The Association is gathering data with respect to the desirability of a more widespread use of the ocean option bill of lading. It is endeavoring to ascertain the commodities which probably would be shipped on such bills of lading and the number of firms in the City that would take advantage of the bills provided they were made generally available.

The Foreign Trade Bureau is also collecting suggestions from the insurance departments of a number of New York City banks for the improvement of the contents, phraseology, and uniformity of marine insurance policies and certificates. These suggestions will be submitted to the Committee on Marine Insurance for its consideration.

Answered Ninety-seven Inquiries

During the month of October, the Foreign Trade Bureau answered ninety-seven inquiries which covered 315 commodities. The Bureau furnished the names of 4,357 American houses in a position to furnish the commodities wanted.

The Bureau also furnished information to a large number of members who made inquiry respecting foreign trade procedure. How much the services of the Bureau were appreciated is shown in the following quotations from two

Notice to Members

The attention of The Merchants' Association recently has been called by a number of members to the use of the name of The Association, by concerns soliciting business, in a manner that has been described as unethical. The Association in no wise countenances such practices by members, or others, and has so informed the concerns who have indulged in them.

We ask any member who in the future may receive a circular or letter that by word or intimation involves The Association in a selling campaign promptly to mail such letter or circular to Mr. S. C. Mead, Secretary, The Merchants' Association of New York, Woolworth Building, 233 Broadway, New York City, and at the same time to write to the person or persons issuing such letter or circular protesting against such use of The Association's name.

The cooperation of members in this matter will be most helpful, and will be sincerely appreciated.

letters written by members of The Association to the Manager of the Foreign Trade Bureau. The first quotation reads:

"The writer appreciates deeply your prompt answer to our inquiry of October 24 with reference to tariff rates on various imported foodstuffs. We must compliment you on the thoroughness and dispatch with which you took care of our request. In the past we have never taken up any matters of this kind with your organization, but we fear that the very satisfactory manner in which you have handled this inquiry will cause you more or less trouble, as we will be tempted now to appeal to you most any time that we want real good information."

The second communication was as follows:

"This is to thank you for your prompt and full compliance with my request for information concerning _____. If this is a fair sample of your work, and I have no doubt that it is, then I wish to compliment you upon the thoroughly efficient way in which you do things. With best wishes, believe me."

—o—
Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

"TIN CAN" AGENCY HEAD ARRESTED

**Promoter of Timely Service Corporation "for Ex-Service Men"
Held for the Grand Jury**

COLLECTORS GET ONE-THIRD

**Prepared by the Bureau of Advice and
Information of the Charity Organ-
ization Society**

The head of one of the "tin can" agencies recently referred to in this column has been apprehended by the police. Mr. George Messervy, treasurer and general manager of the Timely Service Society, has been arrested and appeared before Magistrate Simpson in the Tombs Court, charged with violating section 934 of the Penal law by falsely obtaining money for charitable purposes.

Meal Tickets Not Always Good

For nearly a year Mr. Messervy has been promoting under one name or another the project now known as the Timely Service Society, Inc., for the avowed purpose of relieving the distress caused by unemployment. The devotion of the public to the ex-service man has led Mr. Messervy to emphasize the veteran as a type of the unemployed, thereby strengthening his appeal. He has distributed meal tickets free to applicants who were hungry. These meal tickets, however, have not always been honored when presented because, the restaurant keeper says, "Mr. Messervy failed to pay for them." Other types of relief were also planned but did not always materialize.

"Easy" Collecting

To support this organization various schemes have been devised, among them the "easy" method of collecting it in tin cans in the subways, elevated trains, etc. Collectors were easy to secure because they were promised a commission of 25 to 33½ per cent of all moneys received.

From time to time these collectors, both men and women, have been arrested on various charges, disorderly conduct, vagrancy, and violation of the City Charter, but not until now has the head and mind of the project been brought to trial.

The evidence presented at the hearing drew from the Magistrate a most scathing denunciation of Mr. Messervy and his whole scheme. He was held in \$3,000 bail for the Grand Jury.

GREATER NEW YORK

Bulletin of The MERCHANTS' ASSOCIATION of New York

VOL. X

NEW YORK, MONDAY, NOVEMBER 28, 1921

No. 43

Consuls of All Countries Seek Cooperation

Foreign Trade Organizations Anxious to Work With The Merchants' Association in the Promotion of Trade With the United States—Find Much to Praise in the 1921 Record of The Association as Set Forth in the Year Book—Extracts from Letters

American Consuls abroad, foreign Consuls in this country, and commercial organizations both American and foreign, join in praising the 1921 Year Book of The Merchants' Association and commending the work done by The Association.

The Consul at Glasgow

From the American Consul at Glasgow: "I have to acknowledge the receipt of your letter of October 15 informing me that you are mailing a copy of the 1921 Year Book for the use of this Consulate.

"This publication has been found to be of great assistance in the commercial work of this office and I can assure you that your courtesy in forwarding the copy of the new edition is highly appreciated."

From the American Consul at Southampton, England: "I am familiar with the work of your organization and have read with interest this latest year book. It has been placed in the consular library for reference."

Consulted in Havana

From the American Consulate at Havana, Cuba:

"Your letter has been carefully filed and the Year Book placed in the commercial library of this office. Advantage will be taken of every opportunity to bring this book to the notice of interested inquirers and to make all possible use of the service your Association

VANCOUVER BOARD OF TRADE

Vancouver, B. C.

October 20, 1921.

*The Merchants' Association
of New York,
233 Broadway,
New York.*

Dear Sir: Please accept my very best thanks for the copy of The Merchants' Association 1921 Year Book. I can assure you that we will find this book of inestimable value in our association work.

Please allow me to reciprocate your kind wishes and to hope that your organization will continue to flourish in the future in the same successful way that it has done in the past.

Yours very truly,

W. E. PAYNE,

Secretary.

is in a position to give to persons and firms having commercial business to transact in the United States."

Consul General of Venezuela

From the Consulate General of Venezuela: "I thank you most cordially for the interesting book which shows the development of your valuable Association, and I congratulate the Directorate for furthering up in such a progressive way the interest of the commerce as well as of the manufacturers."

From the Consulate General of Switzerland: "We have read your book with the greatest of interest and have placed

it in our library in the event of future use.

"We take the liberty of expressing to you on this occasion our sincerest appreciation and best thanks for your past courtesies and cooperation, which have been of high value and assistance to us."

From the Consulate General of Finland: "I have the honor to thank you for your 1921 Year Book, which you kindly sent this Consulate together with your letter of October 20th.

"It has been a pleasure to cooperate with you and I wish to assure you that your valuable informations have been highly appreciated by this Consulate.

"At any time you need some information about Finland and Finnish merchants, I will be glad to assist you."

Invaluable Cooperation

From the Consulate General of Brazil: "I beg to acknowledge receipt of your kind letter of the 20th instant, followed by a copy of your 1921 Year Book.

"I have been accompanying with great interest the activities of The Merchants' Association of New York, working through its different bureaus for a betterment of the organized commerce and industry of this country, constituting a source of invaluable cooperation in the building up of the American foreign trade and urging before the Congress the enactment of an appropriate legislation destined to enhance the economical development of the United States.

"I found greatly interesting, the re-

HIGH PRAISE IS GIVEN TO THIS ASSOCIATION'S WORK

port of the Foreign Trade Bureau, through which one can have an idea of the spreading activities of The Merchants' Association."

From Cienfuegos

From the United States Consul at Cienfuegos, Cuba: "I have to acknowledge with thanks receipt of your letter of the 15th and the copy of your 1921 Year Book, which has been placed in the reference files of this Consulate for our use and for the information and use of other interested parties.

"I was very much interested in the reports contained therein and particularly the paragraphs referring to the situation in Cuba in the report of your Foreign Trade Bureau.

"I will be glad in the future to cooperate with your Association or any of its members in the promotion of foreign commerce."

Belgian Chamber of Commerce in the United States: "Please accept our thanks for your letter of October 20, and for the interesting Year Book which you were so kind as to send us. It is certainly going to be a valuable document for us to possess, as we receive numerous inquiries from abroad referring to New York merchants and manufacturers.

"We shall be very glad indeed to take advantage of your offer of cooperation whenever we may be in need of your assistance, and be assured that we shall at all times be ready and willing to reciprocate your kindness."

The Swedish Chamber

The Swedish Chamber of Commerce of the U. S. A.: "We are in receipt of your kind letter of October 20, and also the Year Book or your Association. This book has the greatest value for us, and we wish to thank you sincerely for your courtesy in forwarding it.

"We also note with pleasure that we may refer inquirers to your organization, and that they will receive every possible aid from you. We feel certain that this will help us out in our work, and we assure you that we appreciate your cooperation, and that we always will be glad to reciprocate when ever possible."

Finds Year Book Useful

The Norwegian American Chamber of Commerce, Incorporated, New York City: "We beg to acknowledge receipt of your letter of the 20th instant, and also a copy of The Association's Year

Book for 1921, which we think will be of great use to us, especially on account of the specified list in same of firms in the different lines of business who are members of your Association."

The British Empire Chamber of Commerce in the United States of America, New York City: "I thank you for your letter of October 20th and also for copy of the 1921 Year Book of The Merchants' Association of New York that you have been kind enough to send us.

"I am very interested to know the large amount of work which has been handled by your Foreign Trade Bureau for the past year.

"Your assurance of assistance and cooperation is very much appreciated, but in this connection I should like to take the opportunity of saying that Mr. Mahoney of the Foreign Trade Bureau has helped us on several occasions, and that we are indebted to your Association for many courtesies. If at any time we can be of service to you it will be a pleasure to reciprocate."

Desires to Cooperate

Argentine-American Chamber of Commerce, New York City:

"Accept our sincere thanks for this Book, which we have read with interest, and be assured of our desire to cooperate with you in every possible way."

The Japanese Association, Incorporated, New York City:

"Your favor of the 20th instant, together with a copy of the 1921 Year Book, has been received, for which I thank you ever so much.

"I hasten to add that my sincere appreciation of the accomplishments of your Association, particularly those of the Foreign Trade Bureau, cannot be gainsaid."

His Latchstring Out

Chamber of Commerce of Manchester, England: "I have duly received your letter dated 10th October and thank you most warmly for the copy of your 1921 Year Book, which we have received. I am looking forward to going right through the book at my leisure, because I remember reading your previous Year Book with much interest. I must thank you again for your invitation to apply to you for any assistance.

"I trust that you will not fail to take a similar advantage of the entire facilities of this Chamber, if a suitable occasion presents itself.

"I shall always be glad to receive you,

or members of your Association introduced by you, and to render them any assistance possible, either personally or by mail."

Of Great Assistance

American Chamber of Commerce in London: "I have to acknowledge with many thanks the copy of your Year Book for 1921 which accompanied your circular letter of October 10th.

"As you probably know, we find this book of the very greatest assistance to us, which is greatly added to by the fact that the information contained is so easily accessible.

"Would it be possible for us to have another copy of this Year Book, as we so often use it, and two copies in this office would often be most welcome."

Chamber of Commerce of Dundee, Scotland: "I have your letter of 10th instant and copy of your Year Book has come to hand. I thank you for the volume and have not the slightest doubt but that it will be of much service to members of this Chamber and that it cannot fail to be of mutual advantage.

"I am placing your letter on the Notice Board of the Reading Room at the Royal Exchange in order to call attention to the Year Book, which has also been placed in the Reading Room, and in order also that all members may be made aware of the facilities which you are prepared to extend."

From the American Chamber of Commerce of Tampico, Mexico: "The book is very interesting and the writer wishes to commend your organization for the fine work of service it is doing."

From American Chambers

The Chamber of Commerce, Freeport, Illinois: "A splendid year Book and report."

The Flathead Merchants' Association, Kalispell, Montana: "Find your Year Book and weekly bulletin quite interesting and helpful."

Mason City Chamber of Commerce, Mason City, Iowa: "I am always very much interested in reading carefully your annual report and the weekly publication which comes from your organization."

Burlington Shippers' Association, Burlington, Iowa: "Your Year Book finds a most useful place on our shelves of helpful literature, and 'Greater New York' contains items of great interest and assistance to us."

BANKRUPTCY CASES NEED MORE JUDGES

Bills in Congress Likely to Remedy Present Delay in Prevention of Frauds

THEIR ASSOCIATION INTERESTED

The Merchants' Association is interested, on behalf of a number of its members, in bills now pending in Washington to enlarge the Federal court machinery in this district sufficiently to permit the prompt prosecution of bankruptcy cases.

Opinions of Lawyers

It has made inquiry among more than fifty lawyers as to their views regarding remedy for existing conditions. In a statement to one of the complainants of the membership, The Association gives the results and the outlook as follows:

"Nearly all of them in their replies attributed the existing conditions, not lack of efficiency or earnestness on the part of the United States District Attorney's office, but to the extreme congestion prevailing in the United States courts, which condition makes it difficult and often impracticable to bring a case of fraud to trial within about three years.

Want More Judges

"The remedy suggested by most of our correspondents was an increase in the number of United States judges in this district, together with a corresponding increase in the staff of the District Attorney to enable prompt and adequate preparation and speedy trial of cases.

"Upon further inquiry in Washington we learned that this subject was under consideration by the Judicial Committees of both the House and the Senate, with a view to the enactment of legislation to permit the desired increase of judicial machinery in this district.

Bills Likely to Pass

"Favorable action has been taken by both Committees. The House Committee bill creates two new district judgeships in the Southern New York District and one in Eastern New York, besides providing for similar judicial increase in various parts of the United States.

"The measure further provides for the holding of an annual conference in Washington with the Chief Justice of the Supreme Court presiding, and representative circuit and district judges

and the Attorney General participating. Reports of the condition of dockets would be submitted at such conference and means of relieving congestion and expediting the handling of cases would be considered. The bill also authorizes the temporary transfer of judges to other districts to relieve docket congestion.

Would Enlarge Machinery

"In this City it would be necessary, in addition to the increase in the number of judges, to enlarge the machinery of the District Attorney's office. This can be provided for under existing law by the transfer to this district of as many assistant district attorneys as may be required.

"If this bill becomes law (which our inquiry in Washington shows to be likely) the measures of relief, recommended by most of the lawyers with whom we have corresponded, will become effective, and prompt and vigorous prosecution of fraudulent bankruptcies will thereafter be probable.

"We have been assured by District Attorney Hayward that his office will make every effort to meet the reasonable views of the business community in this respect.

"In view of these conditions it seems desirable to await the action of Congress in respect of these pending bills, and if they become law thereafter to pursue the subject further with District Attorney Hayward."

WAR AND PREVENTION

Statisticians for the Government have labored hard to show the relative figures on military expenditures and the amounts spent by the people of the country for amusements and minor luxuries so their significance would be seen at a glance. One set of tables shows that against \$418,000,000 in candy and chewing gum, \$834,000,000 in soda and confections and \$959,000,000 for perfumery, jewelry, silk stockings and other articles for personal adornment, the smokers poured out \$1,151,000,000 for tobacco in all forms. Baseball fans, theatre goers, cabaret frequenters and those attending concerts paid \$897,000,000.

OCTOBER WORK OF INDUSTRIAL BUREAU

The Industrial Bureau of The Merchants' Association during the month of October answered thirty-seven requests for information from members of The Association.

INDUSTRIAL OUTPUT OF NEW YORK STATE

Census Shows Nine Million Workers in 1920 Produced Goods Worth \$63,000,000,000

NEW YORK IS FAR IN THE LEAD

New York State leads all others in the value of its manufactured products. The census figures show that in 1920, the worth of these products was more than \$1,500,000,000 greater than the total for Pennsylvania, the next highest State.

Value in the Nation

Totalling \$63,000,000,000, the value of the products of the Nation's manufacturing industries in 1920 were three times as great as in 1910 and five and one-half times what they were in 1900, according to the Census Bureau.

There was an average of 9,103,200 wage earners employed last year in the 289,768 manufacturing establishments of the country, whose capitalization totalled \$44,678,911,000 and whose products were valued at \$62,910,202,000.

New York at the Front

Thirteen States manufactured products with a total value of more than \$1,000,000,000. New York led all States, with more than one-eighth of the country's total. Pennsylvania second and Illinois third, remain as before. Ohio supplanted Massachusetts, which held fourth place in 1909. California, which held eleventh place ten years ago, moved up to eighth place, passing Missouri, Indiana and Wisconsin. Indiana passed Wisconsin into ninth place. Wisconsin dropped from eighth to tenth. Minnesota, ranking thirteenth, is the last of the States producing more than \$1,000,000,000 worth of manufactured goods.

Figures for Fifteen States

The figures for the fifteen leading States follow:

State	Value of manufactures	Number of wage earners
New York.....	\$8,875,007,000	1,220,900
Pennsylvania.....	7,812,335,000	1,127,100
Illinois.....	5,874,007,000	653,900
Ohio.....	5,100,222,000	729,700
Massachusetts.....	4,007,452,000	713,600
New Jersey.....	2,686,775,000	509,200
Michigan.....	3,447,984,000	479,800
California.....	1,981,410,000	249,800
Indiana.....	1,901,808,000	277,600
Wisconsin.....	1,883,608,000	265,200
Missouri.....	1,598,264,000	195,900
Connecticut.....	1,394,898,000	222,200
Minnesota.....	1,215,130,000	116,500
Texas.....	999,996,000	107,700
North Carolina.....	943,609,000	157,700

FOUR TABLETS TO CAPTAIN ERICSSON

**Honors Will Be Paid Next March
to the Famous Inventor, Both
Here and in Sweden**

MR. DELAMATER IS INCLUDED

Four tablets to Captain John Ericsson, and his partner, Mr. Cornelius H. Delamater, will be unveiled in this City on March 9, 1922, the sixtieth anniversary of the battle between the "Monitor" and the "Merrimac."

Sweden Will Join

Word has been received from the Associated Swedish Engineers (Svenska Teknologforingen) of Stockholm, that in Sweden the occasion will be celebrated simultaneously, members of the Royal Family and the American Ambassador and Consul participating.

The ceremonies are in charge of the Delamater-Ericsson Tablet Committee, representing some twenty technical societies and civic organizations, marine and industrial corporations and private individuals. Mr. Delamater, who was an iron works proprietor, was associated with Ericsson for fifty years, from 1839 to 1899. The Delamater Iron Works are now no longer in existence.

Representatives of the National, State and City governments, the Swedish Minister to the United States and the Swedish Consul in New York City are expected to attend.

Where the Tablets Will Be

One of the tablets is to be unveiled at the Phoenix Foundry, 260 West Street, where the first iron boats in this country were built and the screw propeller was first introduced on river and ocean steamers. Some of the equipment of the "Princeton," the first battleship with machinery and boilers below the water line, which revolutionized naval construction, was constructed there.

Another tablet will be unveiled at the Delamater Iron Works at the foot of West Thirteenth Street, where the first self-propelled torpedo, the first torpedo boat, the first submarine boat and the engines for the original "Monitor" were built.

A third tablet will be unveiled at the Continental Iron Works, Greenpoint, Brooklyn, where the hull of the original "Monitor" was built and other monitors were constructed.

The fourth tablet will be erected at

Number 36 Beach Street, where Ericsson lived and died.

Memorial in Washington

The Government has appropriated \$35,000 and a larger sum has been subscribed by individuals for a memorial to Ericsson in Washington near the Lincoln memorial. The tablets in this City will cost \$5,000, which is being raised by private subscription among engineering and marine interests.

The Committee is desirous of making the meeting in this country compare favorably with the Swedish meeting and to include in it the participation of all who would be interested in the movement. Communications should be addressed to the Delamater-Ericsson Tablet Committee, Engineering Societies Building, 29 West Thirty-ninth Street, New York City.

NO THIEVES IN MAIL TUBES

Evening World

The Merchants' Association is justified in calling to the attention of Postmaster General Hays the fact that the pneumatic mail tube system would frustrate such robberies as occurred on Leonard Street the other night.

If New York had no tube system, such a daring and profitable robbery would be good reason for recommending its installation. Currency and securities can be sent in small bundles which would easily pass through the tubes. They would be safe and not subject to robbery. It would not be unreasonable to expect insurance companies to lower their rates on valuable packages sent by tube.

New York already had a good start on a mail tube when former Postmaster General Burleson arbitrarily suspended its operation. The only question that need go before the department now is whether the tubes shall be operated and extended. Considering the time saved and the improvement in service, the tube system was economical and should be put to work again. The safety feature is merely one more important reason for making use of the tubes.

COTTON SPINDLES IN THE UNITED STATES

There were 36,617,584 cotton spindles in the United States at the beginning of the cotton year, August 1, the Census Bureau announces. Of that number 33,059,211 spindles were operated at some time during the month, the aggregate number of spindle hours being 7,319,916,931.

ELEVEN MEMBERS PLACED ON ROLL

Executive Committee Acts Favorably Upon Requests for Admission to This Association

LIST CONTAINS LEADING NAMES

The following extract is made from a letter addressed by a member of The Merchants' Association to The Association's Convention Bureau:

"I want to express our particular appreciation of the very definite help given by your office in assisting us to get started in this work of compiling a file of international conventions.

"Your insight into the situation, applied to our problem, has given us a running start. It is a pleasure to express appreciation of this sort of direct personal service."

New Members Elected

The following business and professional houses were elected to membership in The Merchants' Association by the Executive Committee last Monday:

Cardozo and Nathan, 128 Broadway—Lawyers.

Hoey and Ellison, Mr. James J. Hoey, 99 William Street—General Insurance.

Intercontinental Development Company, The, Mr. Edgar Rickard, Vice-President and Secretary, 42 Broadway—Controls several Industrial Enterprises.

Ormsbee and Landecker, Mr. W. F. Ormsbee, 81 Broad Street—Cotton Brokers.

Paskus, Gordon and Hyman, Mr. Martin Paskus, 2 Rector Street—Attorneys.

Rushmore, Bisbee and Stern, 61 Broadway—Lawyers.

Scandinavian-Western Importing Company, Limited, Mr. J. K. Borch, President and General Manager, 116 Broad Street—Importers and Distributors of Swedish Hardware, etc.

Schrenk and Company, Mr. Robert Schrenk, President, 436 Lafayette Street—Window, Plate, Wire Glass and Mirrors.

Smith, Mr. John S., 433 Eleventh Avenue—Autos and Accessories.

Worcester, Williams and Saxe, Mr. Stephen G. Williams, 30 Broad Street—Lawyers.

York Safe and Lock Company, Mr. Theodore Valteau, Manager, 55 Malden Lane—Safes and Vaults.

CHICAGO DEMANDS SALES LICENSES

Merchandise Brokers and Manufacturers' Agents Must Get Authority to do Business

FULL TEXT OF THE ORDINANCE

Under the provisions of a Chicago city ordinance passed August 26, 1920, and amended April 8, 1921, merchandise brokers or manufacturers' agents doing business in Chicago are required to secure a license and pay an annual license fee of \$25.

Text of the Ordinance

As numerous requests for information concerning this ordinance have recently been received from members of The Merchants' Association, the complete text of the ordinance is printed below for the information and guidance of interested members:

Section 1. No person, firm, association or corporation shall establish, operate, conduct or carry on the business of merchandise brokers or manufacturers' agents without first having obtained a license as hereinafter provided.

Section 2. **Merchandise Brokers or Manufacturers' Agents Defined—License Required.** For the purpose of this ordinance, merchandise brokers or manufacturers' agents are defined and deemed to include any person, association, firm or corporation establishing, operating, conducting or maintaining a place of business in the City of Chicago for the purpose of selling, keeping or offering for sale, or negotiating the sale of goods, wares, merchandise or commodities other than fuel, feed, food, confection, condiment or beverages, as a representative, agent, broker, factor, commission merchant, branch establishment, branch office, sales agency, distributor, or in any manner other than the actual sale of goods from stock or supply at hand in such establishment and owned by the person, firm or corporation operating, maintaining or conducting such business, provided, however, that this ordinance shall not apply to dealers, establishments or parts of establishments of a similar nature specifically defined and otherwise specifically licensed by the ordinances of the City of Chicago.

Section 3. Any person, firm or corporation now operating, conducting, managing or carrying on the business of merchandise broker for a manufacturer or for a wholesale establishment or business situated outside of the City of Chicago, or acting as a manufacturer's agent for such manufacturers or wholesale agent shall make an application in writing to the City Collector, which application shall state the name of the person or persons, firm, association or corporation operating or proposing to operate such business of merchandise broker or manufacturers' agent, and the residence of such person or persons, firm, association or corporation, together with his, their or its residence, and if it be a corporation, the name and residence of its principal officers, also the name and address of the manufacturer or manufacturers or wholesale dealer or dealers now represented or proposed to be represented by such application, together with the address of the place or business or office now used or proposed to be used by such applicant, either as an office, store or storeroom. Upon receipt of such application, the City Collector shall cause such investigation to be made as in his judgment is necessary for the purpose of determining as to whether such applicant is a person of good moral character and is in fact a representative of responsible business houses, as set forth in the application herein referred to. Upon the completion of such investigation, the City Collector shall forward such applica-

tion, together with his recommendations, to the Mayor, whereupon the Mayor, in his discretion, shall cause a license to be issued to such applicant upon the payment of the license fees hereinafter provided for.

Section 4. The Commissioner of Health may cause such an investigation to be made by the Health Department of the City of Chicago as in his judgment is deemed necessary for the purpose of determining as to whether the premises proposed by the said applicant to be used as an office, store or storeroom comply with the sanitary and health regulations of said City, and if from such investigation he finds that any such person, firm or corporation, licensed by virtue of this ordinance, has failed to comply with the sanitary and health regulations of said City or with the general ordinances thereof, he shall forthwith report the same in writing to the Mayor, who may thereupon revoke any license granted hereunder.

Section 5. The annual license fee for the merchandise broker or manufacturers' agent shall be twenty-five dollars (\$25.00) and an additional five dollars (\$5.00) for each salesman other than the agent or manager of said office.

Section 6. All licenses issued under this ordinance shall expire on the thirtieth day of April following the date of issuance, and no license shall be issued under this ordinance except for the full license period and for the full license fee as herein provided.

Section 7. Any person, firm or corporation which shall operate, conduct, manage or carry on the business of merchandise brokers or manufacturers' agents within the City of Chicago, contrary to the provisions of this ordinance, shall be fined not less than twenty-five dollars (\$25.00) nor more than two hundred dollars (\$200.00) for each offense, and every day that a violation of this ordinance shall be committed or occur, shall constitute a separate and distinct offense.

INTERNATIONAL CHAMBER GROWS

The Nation's Business

Thirteen countries now have membership in the International Chamber of Commerce. Applications for membership from several other countries were acted on by the Chamber's board of directors, which met in Paris in October. The countries holding membership are: Argentina, Austria, Belgium, Czechoslovakia, Denmark, France, Great Britain, Italy, Luxemburg, Netherlands, Poland, Sweden, and the United States.

The Paris meeting was attended by two of the six American directors, Owen D. Young, Vice-President of the General Electric Company, and Edward A. Filene, President of William Filene's Sons Company, of Boston, and by Elliot H. Goodwin, resident Vice-President of the Chamber of Commerce of the United States.

A cable despatch from Mr. Goodwin says that the Council created an Executive Committee which will meet in December. John H. Fahey is the representative of the United States on the committee. The next meeting of the International Chamber will be held the week of September 18, 1922, in Rome.

The American Bankers' Association at its Los Angeles meeting on October 8 adopted a resolution approving the purposes of the International and calling upon the members of the Bankers' Association to support it.

Why not file "Greater New York"?

CONSUL DISCUSSES TRADE OBSTACLES

Representative at Prince Rupert Speaks of Having Customs Papers in Proper Form

LOSSES IN TRANSPORTATION

After reading the 1921 Year Book of The Merchants' Association, the Hon. E. A. Wakefield, American Consul at Prince Rupert, British Columbia, Canada, acknowledged receipt of the volume and took advantage of the occasion to discuss some problems of foreign trade.

Obstacles to Foreign Trade

"The report of the Foreign Trade Bureau," he said, "is certainly interesting from the standpoint of trade development. Every obstacle to the prompt shipment and delivery of imports and exports retards trade and generally results in increased charges. But the result which is most deplorable is the dissatisfaction which results from unnecessary delays. These are quite frequently caused by improperly preparing customs papers and invoices.

"These are the most important details in connection with foreign trade and should receive most careful attention particularly because of the anti-dumping clauses and varying exchange rates.

"Trade lists of American and foreign business houses and manufacturers are a most important feature in every American Consulate and should be most complete. They should comprise those firms which are in a position to engage in foreign trade as well as all those so engaged.

Losses in Transit

"This matter which has received considerable attention, is a considerable factor in foreign trade. It applies to mail orders as well as freight shipments, although in the former trade losses are of little value by comparison. A number of mail order losses in this district recently threatened to interfere with the business of American mail order houses. The very complete list of business houses compiled by The Merchants' Association of New York is a valuable contribution to this Consulate and is appreciated. Trade visitors to New York will be directed to your headquarters and it will be a pleasure to be of service at any time."

**The Merchants' Association
of New York**
The Woolworth Building
233 Broadway



**"To Foster the Trade and Welfare of
New York"**

Telephone Barclay 7660

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A DUTY OF CITIZENSHIP

The jury system is founded upon the theory that controversies can be most fairly decided by the people of the community in which they arise. This is one of the underlying theories of democracy. In ancient democratic Athens law suits were actually tried by the general body of the citizens.

The English system seeks to represent the general body of citizens by the selection of twelve men. These men should fairly represent the community. They should be drawn from no particular class but from all classes.

Jury duty is irksome. It interferes with regular occupations. The desire to evade it has become almost universal. The Legislature has declared certain occupations, such as medicine, journalism, the practice of law, and the holding of public office to be exempt, but many thousands of citizens who are not entitled to specific exemption under the law, succeed through one plea or another in wriggling out of jury duty. The result is a narrowing down of the field of choice. Juries now no longer fairly represent the community.

It is the duty of all good citizens to act as jurors when called upon to do so and thus restore the original intention upon which the system is founded.

NOT ENOUGH TRAFFIC

Some interesting facts regarding the amount of business available for the St. Lawrence Ship Canal, if it were constructed, have been given by Mr. Adam E. Cornelius, representing the Lake steamship owners. Mr. Cornelius says:

"The amount of business borne on the Great Lakes both east and west-bound in a period of eight months has been known to total 100,000,000 tons. Please bear in mind that of this 100,000,000 tons at least 60,000,000 consist of iron ore shipped from Lake Michigan or Lake Superior ports consigned no farther east than Lake Erie ports; that an additional 30,000,000 tons of coal are shipped primarily from Lake Erie ports to Lakes Michigan and

Superior ports, and that this total of 90,000,000 tons is not concerned about the St. Lawrence project.

"The remaining 10,000,000 tons consists of package freight, pig iron, lumber and grain, and very little package freight, pig iron and lumber moving on the lakes is for other than local consumption, so the largest moving commodity of the 10,000,000 tons that is worthy of consideration is grain.

"While it is true that some of the grain that is shipped down the lakes from Chicago and Duluth is for export, a big part of it is for home consumption, and as the population of the country increases and with our own crops probably diminishing as the fertility of the soil decreases, more and more of our grain will be retained until finally there may be no grain for export; but, even at the present time less than 5 per cent of the 100,000,000 tons is concerned about cheaper transportation to the ocean.

It will be seen from this statement that even if all the export traffic now reaching the coast by rail should be diverted to the St. Lawrence route during the five months of its operation, there would not be enough traffic to justify the enormous government outlay that the construction of the canal would entail.

MAKE THE STREETS SAFE

According to figures compiled by the Police Department of this City, 27,557 vehicular accidents, in which 23,279 persons were injured, occurred in this City last year. This is an average of three every hour. These accidents resulted in 864 deaths.

The greater number of accidents were caused by privately owned motor vehicles. These injured 7,608 persons, while 3,423 were injured by commercial automobiles and 1,231 by taxicabs.

While conditions are no worse in the City of New York than in other cities, the Police Department statistics cannot be looked upon as creditable to any city.

Why not file "Greater New York"?

MANY IMPORTANT CONVENTIONS COMING IN DECEMBER

National and International Organizations Will Hold Their Annual Meetings in New York City During the Coming Month—Baseball Men Are on the List

The Convention Bureau of The Merchants' Association announces the following list of conventions to be held in New York City during the month of December:

American Acceptance Council—December 1.

Taylor Society—December 1-3.

New York State Association of Real Estate Boards—December 2-3.

Sons of the Revolution in the State of New York—December 5.

American Society of Refrigerating Engineers—December 5-7.

American Society of Mechanical Engineers—December 5-9.

National Trotting Association—December 6.

Sheet Metal Ware Association—December 6.

Copper and Brass Research Association—December 6.

Association of Life Insurance Counsel—December 6-7.

National Council of Furniture Associations—December 6-7.

United Order of True Sisters—December 6-8.

National Convention of Insurance Commissioners, Executive Committee—December 6-8.

American Association of Woolen and Worsted Manufacturers—December 7.

Heavy Garment Manufacturers' Association—December 7-8.

Athletic Underwear and Nightwear Manufacturers' Association—December 7-8.

Insurance Federation of America—December 7-8.

National Association of Brass Manufacturers—December 7-9.

American Engineering Standards Committee—December 8.

Workmen's Compensation Publicity Bureau—December 8.

National Association of Overall Manufacturers—December 8.

Linseed Association—December 8.

National Association of Shirt Manufacturers—probably December 8.

International Association of Garment Manufacturers—December 8-9.

Association of Life Insurance Presidents—December 8-9.

National Association of Chair Manufacturers—December 9.

American Institute of Weights and Measures—December 9.

International League of Professional Baseball Clubs—December 12.

Fabric Glove Manufacturers' Association of the United States—December 12.

Insecticide and Disinfectant Manufacturers' Association—December 12-13.

American Game Protective Association—December 12-13.

Portland Cement Association—December 12-14.

Shoe Polish Manufacturers' Association of America—probably December 13.

National Association of Waste Material Dealers—December 13-14.

National League of Professional Clubs—December 13-14.

Metal Bed Alliance—December 13-14.

American League of Baseball Clubs—December 14.

National Association of Importers of Hides and Skins—December 14.

Toy Manufacturers of the United States—December 14-15.

Eastern Millinery Association—December 15.

National Society of French Teachers in America—December 17.

National Concert Managers' Association—December 19-20.

State Supervisors and Teacher Trainers in the North Atlantic Region—December 19-21.

Pottery, Glass and Brass Salesmen's Association—December 22.

Zeta Beta Tau Fraternity—December 26.

Phi Sigma Delta—December 26.

American Society of Church History—December 26.

School Manufacturing Company, Sales Convention—December 27-31.

Society of Biblical Literature and Exegesis—December 28-29.

Mergenthaler Linotype Company, New York Agency—December 28-29.

American Electro-Therapeutic Association—December 28-30.

National Collegiate Athletic Association—December 29.

Silk Travelers' Association—December 29.

Biblical Instructors in American Colleges and Secondary Schools—December 29-30.

Athletic Research Society—December 30.

Society of Directors of Physical Education in Colleges—December.

Railway Business Association—December.

Bureau of Personal Accident and Health Underwriters—December.

Intercollegiate Boxing Association—December.

League for Industrial Democracy—December.

MR. YOUNG SPOKE TO POSTER MEN

Mr. John R. Young, Manager of the Convention Bureau of The Merchants' Association, spoke at a luncheon held at The Shelburne, Brighton Beach, of the New York State Poster Advertising Association last Wednesday.

COST OF ARMIES

The per capita military expenditures for purely army purposes of the five countries is as follows: Continental United States, \$3.22; Great Britain (mother country), \$12.35; France (excluding dependencies), \$22.52; Italy, \$6.70, and Japan, \$3.38. Including figures for possessions or dependencies for each, the per capita is: United States, \$2.89; British Empire, \$1.71; France, \$10.24; Italy, \$6.34, and Japan, \$2.42.

Actual expenditures of the five powers on the armies, exclusive of the air service, on a current basis, are approximately as follows: United States, \$343,000,000, being the total for the army and fortifications for the fiscal year 1922; British Empire, \$755,000,000; France, \$933,000,000, including \$54,000,000 in addition in the budget for the army of the Levant; Italy, \$245,000,000, and Japan, \$189,000,000, including a special allotment of \$50,000,000 for the Siberian expedition.

The pay scale for privates per day for men of the lowest grade is as follows for each country: United States, \$1; United Kingdom, 69 cents; France, 5 cents; Italy, 4 cents; Japan, 6 cents. The ration costs per man per day runs about like this: United States, 40 cents; United Kingdom, 51 cents; France, 33 cents; Italy, 69 cents, and Japan, 17 cents.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

MANUFACTURERS DEFEND CIRCULAR OFFERING GOODS

Corporation Managers Can See No Impropriety in Solicitation of Members of The Merchants' Association and Send Letter of Protest Against Criticism

A statement was printed in "Greater New York" of November 14 with regard to a soliciting circular issued by a clothing manufacturing corporation to the membership of The Merchants' Association. The statement was made in this article that The Association never aids private enterprise and the unauthorized issue of the circular was deprecated.

Objection Is Made

Objection has been made by the firm issuing the circular to the statement in "Greater New York." The grounds of objection are set forth in the following letter from the manufacturing company, from which names are omitted in view of the fact that no names were used in the original article:

"To Merchants' Association:—It has come to my attention that in the issue of your membership organ dated November 14, identified as Volume X. No. 41, entitled 'Greater New York,' you refer to a letter which was sent out by this company over my signature as follows:

"The Association's name is misused. —Clothing Manufacturing Concern Uses Title Unethically for Advertising Its Merchandise." In the first paragraph, too, you state that 'the name of The Merchants' Association, without its knowledge or consent, was mentioned in a manner which was properly protested by some of the members.' In the second paragraph, you state that a member of The Association who had formerly been a director of this company stated that the name of The Association in the circular was used 'without his knowledge and that he deprecates its unethical use.'

"The above statements were altogether unfair and injurious to us. We must therefore ask you to consider the following:

"Mr. _____ of the _____ Co., who up to the time of the writing of the letter, was a director of this company, together with one other director of this company who is also a member of The Merchants' Association, suggested to me that in line with our regular campaign, we might offer to the members of The Merchants' Association the privilege of sending their employees to our factory to get what they needed for their personal use at wholesale. Neither Mr.

_____ nor the other member of The Association outlined to us the letter that they thought we ought to write. However, we believe that anybody who might read this letter would agree that we made no misstatements and that we made no unethical use of The Merchants' Association connection or name. We did not state in our letter, and there was nothing in the letter that might create the idea by way of implication, that The Merchants' Association had investigated our offer and had recommended our company or our service to its members. We merely stated that we were circularizing all the members of The Association at the suggestion of one member of The Association.

"A member of The Association or any outsider might have offered the same suggestion. Our adoption of the suggestion was not only within our legal rights, but could not be criticized by even a most fanatical proponent of high business ethics. There was nothing in the letter and nothing in our action that should have called forth criticism. Your article, therefore, was misleading and injurious in itself, and the injury that it has worked is aggravated by the fact that numerous trade journals and newspapers reported the matter in full.

"We must, therefore, ask you in fairness to publish an announcement in your next issue to the effect that although you had not looked into the offer of the _____ Co. and never did look into such offers, that your members were free to look into the matter themselves, that your reference to the circulars sent out by the _____ Co. might be misleading to some of the members and that the members should please understand that your reference was not intended to reflect upon the business practices, the personnel or the business of the _____ Co., that you knew nothing about them and therefore could say nothing for or against them—as their activities were entirely out of your scope and field.

"You can understand that even though you did not mention our name in your article that same could not have applied to any other concern, as we were the only clothing concern that sent out such a letter just prior to the appearance of your article. Our directors are very much incensed at your action and your

far-fetched interpretation of our letter and conduct.

"We are confident that you will undo the harm done immediately and that you will send us a copy of the article that you propose running in regard to the above matter so that we can cooperate with you with a view to making the necessary correction as soon as possible.

"Very truly yours,

"_____ COMPANY.

"(Signed) — — — — —"

Reply to the Complaint

In response to this letter, Mr. S. C. Mead, Secretary of The Merchants' Association, sent the following reply:

"We acknowledge receipt of your letter of the 19th instant taking exception to an article appearing in 'Greater New York' of November 14th.

"While we are not in accord with the views expressed in your letter as to the ethics of your soliciting circular that elicited protest from many of our members, we will act on your suggestion by publishing in our next issue of 'Greater New York' your complete letter, omitting all names of persons, firms and corporations. This will place your views before the same reading public to which our article of November 14th was addressed, namely, members of The Merchants' Association, leaving to them final judgment as to the ethics involved in the situation."

Would Let Membership Judge

To this proposal the manufacturing corporation sent the following reply:

"We received your letter of November 22nd and agree with you that publication of the letter is giving us an opportunity to lay our case before your members, who will be the ultimate judge anyway of the matter in question.

"We thank you for your courtesy."

AMERICA'S INCOME IN 1914

Careful estimates made for the year 1914, before the world war began, show that whereas the national income of the United States was \$33,500,000,000, that of our nearest competitor, Great Britain, was \$10,900,000,000, and that of the German Empire \$10,500,000,000. America's per capita income was \$338, as compared with \$243 for the United Kingdom, \$146 for Germany and \$263 for Australia.

TRAFFIC INCREASE ON BARGE CANAL

State Superintendent of Public Works Tells of Use of the State's Waterway

HEAVY FREIGHT SHIPMENTS

The traffic on the New York State Barge Canal showed a noteworthy increase during the last season.

Mr. Cadle Gives Facts

A statement issued by the Hon. Charles L. Cadle, State Superintendent of Public Works, gives some interesting facts regarding the traffic.

"The Canal has gained more than the railroads during this season, and the publicity which it has had because of the inspection trip of Governor Miller and the trip of the Congressmen from Washington over the Canal has been of great benefit," says Mr. Cadle. "We feel that the Canal is being placed on the map, and it is going to have an opportunity to show its great usefulness as a sure and fast method of transportation, as well as a great freight regulator. Our slogan, 'Ship by Canal,' and what is being done to push it is bearing results.

Surprising Increases

"Friends of the New York State canal system believe they have reason for encouragement because of the amount of tonnage which has passed through the Canal thus far during the present season. The figures indicate a surprising increase in Western grains as well as woodpulp and lumber from the North. During the season of 1921, up to October 15, there were shipped 4,922,833 bushels of wheat, which is a gain over the same period in 1920 of more than 400 per cent, while western corn moved through the Canal to the amount of 36,870 tons, or 1,316,785 bushels, which is a total gain from the year before. Oats made a gain from 74,000 bushels last year to about 2,000,000 bushels. Barley jumped from 56,375 bushels in 1920 to 186,042 bushels during the first five months of the present season.

Shipments of Metal

"Among some notable shipments have been cargoes of copper ingots from New York to Rome by the Transmarine Corporation, one shipment during August including 3,250 net tons, barges carrying 500 tons each.

"Steel rails and spikes from the

Lackawanna Steel Company, Buffalo to New York, for domestic and export use, were carried by the Nicholson Transit Corporation, enabling shippers to secure business against the Pittsburgh mills owing to favorable canal rates. The first shipment of brick from Mechanicsville by the Canal to New York was made in the early summer. Boats hold from 360,000 to 400,000 brick. This would mean about 1,600,000 pounds or about 26 carloads. The saving on the canal rate assures a large amount of business during next season.

Wide Variety of Shipments

"During the month of September four boats, each with 500 gross tons steel rails, cleared from Lackawanna Steel Company of Buffalo to the Interboro Street Railway Company, New York City, via Nicholson Transit Company. This company also shipped 500 gross tons pig iron to Bridgeport, Conn.

"Wall paper is another commodity which has been shipped by canal from the Standard Wallpaper Company of Schuylerville, connecting with the Great Lakes for Chicago, Ill.

"The Wickwire Spencer Steel Corporation of Buffalo shipped during September 2,600 tons of pig iron for Providence, R. I., through the canal by the Interwaterways Line, Inc.

"A notable contract made by the New York Canal and Great Lakes Corporation is to move 16,000 tons of sulphur and phosphate rock from Philadelphia to Trenton, Ontario, via the Atlantic Coast, Hudson River and Barge Canal to Three River Point, thence via the Oswego Canal to Oswego and across Lake Ontario to Trenton.

Copper for Rome

"Shipments of copper, exceeding in total 12,000,000 pounds, have moved over the Barge Canal for the big copper plants in Rome. Twenty boatloads of from 250 to 300 tons each are yet to come through during this season.

"On October 6 one of the largest motorships operated by the Interways Line, Inc., cleared the Federal lock at Troy with 1,441 tons of flaxseed, a record westbound load, moving from New York to Buffalo.

"Petroleum and oils appear in large volume. Also cement, lime, brick, salt, oil meal cake, ice, lumber and coal are represented in big figures. Carrying automobiles is also a big item which appears for the first time in large volume."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

FREAK ENVELOPES DELAY THE MAIL

Postmaster Issues an Appeal for the Use of the Regular Size During Christmas Season

ODD SIZES LIKELY TO STRAY

The New York Post Office has issued a public appeal for the use of envelopes of the regular size during the Christmas season.

Reasons for the Request

The reasons for making this request are given in the appeal as follows:

"During the holiday season large quantities of very small envelopes and cards are put into the mails with the result that all postal work is very much retarded and mail disfigured and mutilated.

This is not generally known to the public and we want you to help us to do a little educating. The minimum size of cards and envelopes should not be below 2¼ by 4 inches for the following reasons:

"1. Addresses will be obliterated by cancellation mark.

"2. Too small to be run through facing table, necessitating three extra handlings, with consequent delay not only to this but other mail.

"3. Delay in cancellation because of awkwardness in putting through cancelling machines.

"4. Delayed through difficulty in sorting.

"5. Liability to loss or damage, as small sizes do not fit letter packages and cannot be tied securely.

"These odd and diminutive sized pieces of stationery have come into use in the past few years and only appear now in any quantities at Christmas time, when the whole postal institution is keyed up to top speed and trying to keep on top of the load.

"We will greatly appreciate, therefore, your cooperation in helping us to get the public to use stationery of the proper size in order that the handling of all mail may be expedited."

CENTRAL PARK "REMOTE"

When the creation of Central Park was authorized in 1853, there was much opposition on the ground that the location was remote and that the improvement of the land would require the expenditure of a large amount of money.

SEEKS PLANS FOR TRADE EXTENSION

**This Association Asks Commercial
Attachés to Send in Effective
Ways for Increasing Commerce**

OTHER FOREIGN TRADE WORK

The Merchants' Association, through its Foreign Trade Bureau, has addressed an inquiry to the Commercial Attachés of the United States in the various leading European countries requesting a statement as to the effective ways in which the governments to which they are accredited are aiding in the development of overseas commerce.

Seeking Aid to Foreign Trade

This inquiry is being made in view of announcements in the newspapers with respect to the activities of various foreign governments for the encouragement and development of the foreign commerce of other nationals. It is hoped that when this information is assembled an examination may disclose methods by which the United States can aid citizens engaged in foreign trade.

Duty on Cuban Raw Sugar

Many requests have been sent to The Merchants' Association for support of the movement against the proposed import duty on raw sugar in the tariff revision bill. Members who protest against this duty point out that its enforcement would have unfortunate results upon trade between the United States and Cuba. The Association has replied that it cannot attempt to make representations of any kind with regard to rates of import duty upon any article without violating one of its fundamental principles.

Every effort is being made by The Merchants' Association through its Foreign Trade Bureau to bring about the readoption of the provision made by the House in the pending tariff bill for the exemption of foreign traders from certain taxes. This provision has been stricken out of the bill in the Senate.

Service Appreciated

Following are abstracts from two letters recently received from members by the Foreign Trade Bureau of The Association:

"The writer appreciates deeply your prompt answer to our inquiry of October 24 with reference to tariff rates on various imported foodstuffs. We must compliment you on the thoroughness

and dispatch with which you took care of our request. In the past we have never taken up any matters of this kind with your organization, but we fear that the very satisfactory manner in which you have handled this inquiry will cause you more or less trouble, as we will be tempted now to appeal to you most any time that we want real good information."

The other letter read as follows:

"This is to thank you for your prompt and full compliance with my request for information concerning If this is a fair sample of your work—and I have no doubt that it is—then I wish to compliment you upon the thoroughly efficient way in which you do things. With best wishes, believe me."

CUSTOMS DISTRICTS OF UNITED STATES

**Enormous Preponderance of Business Ranks New York as
the National Port**

FORTY-EIGHT DISTRICTS IN ALL

There are forty-eight customs districts in the United States. Each of them has a chief or headquarters port, with a Collector in charge.

Standing of the Ports

An interesting compilation has been made by the "New York Commercial" from the official figures for the calendar year 1920, which shows the relative standing of the various districts with respect to imports and exports as follows:

Imports.—New York, Boston, Philadelphia, New Orleans, San Francisco, Ogdensburg (N. Y.), Seattle, Buffalo, Detroit, Baltimore, St. Albans (Vt.), Chicago, Savannah, Pembina (N. D.), Duluth, Portland (Me.), Galveston, Cleveland, Nogales, Tampa, Charleston (S. C.), St. Louis, Los Angeles, Norfolk, Wilmington (N. C.), Honolulu, St. Paul, San Antonio, Bridgeport (Conn.) San Diego, Sabino (Tex.), Rochester, Providence, Portland (Ore.), Porto Rico, Great Falls (Mont.), El Paso, Mobile, Pittsburgh, Milwaukee, Omaha, Indianapolis, Juneau, Denver, Louisville, Des Moines, Salt Lake and Memphis.

Exports.—New York, New Orleans, Galveston, Philadelphia, Baltimore, Detroit, Norfolk, Buffalo, San Francisco, Savannah, Seattle, Boston, Tampa, Ogdensburg (N. Y.), Sabine (Tex.), Pembina (N. D.), St. Albans (Vt.), Mobile,

Portland (Ore.), Cleveland, San Antonio, Duluth, Chicago, Portland (Me.), Wilmington (N. C.), Charleston (S. C.), Los Angeles, Porto Rico, Nogales, El Paso, Rochester, Great Falls (Mont.), San Diego, Honolulu, Bridgeport (Conn.), Milwaukee, Juneau and Providence.

Interior Ports

Ten of the interior ports, St. Louis and others, get their imports under transportation in bond from the port of importation, and not being seaboard or border ports they get no credit for their exports.

Combining the values of both imports and exports of the principal ports the relative standing of these ports is as follows:

1. New York	\$6,176,494,421
2. New Orleans	986,453,444
3. Philadelphia	724,412,853
4. Galveston	679,982,468
5. Boston	584,564,985
6. Detroit	463,570,306
7. Baltimore	451,380,973

Extent of the Districts

Some districts comprise only a portion of a State, others cover two States. For instance, California has three districts and in the District of San Francisco there are three ports: San Francisco (including Oakland), Eureka and Port San Luis. The imports into Eureka and Port San Luis are negligible, and while the exports therefrom are of importance they are but a small percentage of the exports from San Francisco.

The District of Washington comprises the whole of the State (except the north bank of the Columbia River) and there are twenty ports, of which Seattle is the headquarters port.

Maine and New Hampshire comprise one district in which there are twenty-seven ports, of which Portland, Maine, is the headquarters port.

SCHOOL POPULATION

The total population five to twenty years of age inclusive, enumerated in continental United States, numbered 33,250,870. Of this number, 21,373,976 attended school at some time between September 1, 1919, and January 1, 1920. The total population seven to thirteen years of age, 15,306,793, included 13,869,010 children attending school. The percentage attending school among the population five to twenty years of age increased from 59.2 for 1910, to 64.3 for 1920.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

WARRING ON TUBERCULOSIS, THE SCOURGE OF INDUSTRY

Eradication of the Disease Might Save \$25,000,000,000 Annually, According to the National Tuberculosis Association, Which Is Conducting an Educational Campaign

Prepared for The Merchants' Association by the National Tuberculosis Association

On the basis of investigations made by the National Tuberculosis Association at Framingham, Massachusetts, at least 1,000,000 of the population of the United States may be said to have active tuberculosis. In other words, there are a million consumptives at the present time in this country.

Killed 132,000 Last Year

Another 1 per cent have this disease in a relatively quiescent form, most of them arrested cases and probably never knowing that they have had the disease.

Of the 1,000,000 active cases of tuberculosis, according to the records of the United States Bureau of the Census, 132,000 have died during the past year.

To state the situation in another way, 120 deaths for every 100,000 population, according to the best available statistics, have been caused by tuberculosis during the last year. It has been estimated by comparing the present death rate with that of no longer than twenty years ago that a saving of approximately 75,000 lives annually has been effected. Hence, the present problem is: How may we best accelerate the decrease in the tuberculosis death toll?

Solution Lies in Education

So much for the problem—what of its solution? The National Tuberculosis Association has consistently contended that by education and proper organization the mortality and morbidity rates from tuberculosis may be constantly reduced.

Dr. Louis I. Dublin in a report to the United States Department of Labor called "Causes of Death by Occupation," says that tuberculosis of the lungs is the most prevalent cause of death for all occupations combined, being responsible for 20.5 per cent of all deaths at all ages. At the ages fifteen to twenty-four it shows a proportionate mortality of 33.8 per cent and increases to its maximum 40.9 per cent in the age period twenty-five to thirty-four.

Comes in Productive Years

These years when it takes the greatest number of lives are the most pro-

ductive years for both men and women. Dr. Dublin, who is statistician for the Metropolitan Life Insurance Company, has also found that among the Company's policy holders, who represent all occupations, there has been a decline of 42 per cent in the death rate from tuberculosis of the lungs among white persons during the period 1911 to 1919. In commenting upon this decline, Dr. Dublin says: "This achievement, we believe, has resulted from the public health and educational work of communities generally during the past thirty years, and from the intensive health conservation work of this Company on behalf of its policy holders."

Might Save \$25,000,000,000 a Year

In order to estimate the influence of tuberculosis upon the length of human life in this country the National Tuberculosis Association has prepared life tables with tuberculosis included and with tuberculosis excluded. On the basis of these results, it is estimated that if tuberculosis could be eliminated as a cause of death in this country, two and one-half years would be added to the life of every individual in the country. Capitalizing each individual life at one hundred dollars per year, the net saving to the country would be at least \$25,000,000,000 and might run double that sum.

What the Cost Would Be

To provide the necessary health machinery to control tuberculosis would cost, according to experience gathered at Framingham and elsewhere, approximately \$2 per year, per person, in any average American community. This expenditure would undoubtedly have to be extended over a period of probably ten years at least. Applying these figures to the entire population, we find that for an expenditure of approximately \$2,000,000,000 the saving of \$25,000,000,000 could be secured, a net saving of \$23,000,000,000.

The National Tuberculosis Association and its allied agencies are carrying on a winning fight against tuberculosis.

The methods of the Association are proving effective. Their extension into every community of the United States will mean an increased saving of life and money.

The Tuberculosis Christmas Seal Sale,

to be held in December, provides the "sinews of war" with which the national, State and local tuberculosis associations can carry on their fight. The sale of these seals offers not only an opportunity, but a responsibility to every American citizen.

THIS IS THE REAL NEW YORK

New York World

By census figures now announced, New York City had 2,531,637 persons above ten years of age engaged in gainful occupations in 1920. That vast number is 45 per cent of the total population, a percentage apparently little changed in ten years. In fact, the percentage above sixteen years of age must somewhat have increased, owing to progressive enactments against child labor.

But fourteen of the forty-eight States have a total population as numerous as this army of production. The number of wage-earning women and girls alone exceeds the population of all but eight cities of the United States. Manhattan, with 48.9 per cent of its people employed, must be the most intensive center of industry in civilization. Its women workers outnumber the entire count of Indianapolis.

In these figures lie the weakness of the metropolis in times of depression—and also its strength. If its proportion of unemployment equals that assumed for the Nation, 360,000 would be out of work, a number greater than all Vermont's. But in numberless cases the blow of worklessness is softened by the fact that several members of the family are normally employed and only one may be out of work at a time.

If there is an impression elsewhere, fostered by sensational writers of the metropolis, that New York chiefly consists of jazz palaces along the Great White Way, inhabited by chorus girls and tired business men, these figures supply the corrective—this hive of industry, where more than 2,500,000 individuals live the steady life of toil.

BUSINESS IN POSTAL ORDERS

Postal orders to the amount of \$1,500,000,000 are issued by the Post Office Department annually.

SHOULD NOT EVADE SERVICE ON JURY

This Association Asks Its Members to Perform This Duty in the Courts as Citizens

SHOULD BE REPRESENTATIVE

The Merchants' Association of New York urges all of its members to accept jury duty whenever it is possible for them to do so. The deterioration of the personnel of juries in New York City actuated the Executive Committee, at its meeting last Monday, in deciding to ask all members of The Association to refrain from seeking exemption when called upon to act as jurors.

No Longer Representative

In taking this position, The Merchants' Association is cooperating with The City Club of New York. The matter was brought to the attention of the Executive Committee by a letter from Mr. Abraham Benedict, of Messrs. Benedict and Stricker, who is Chairman of The City Club Committee on Courts. This letter reads as follows:

"The Committee on Courts of The City Club of New York in common with the bar associations and with the bar generally has been much disquieted, as have many intelligent laymen, by the deterioration in quality observable for a number of years past of the trial jurors in this district. No exception can be taken to the honesty or conscientious devotion to duty of those who serve as trial jurors, but it is an undeniable fact that while the complexity of litigation, and particularly of commercial litigation, has increased and tends steadily to increase, the proportion of trial jurors who are at all acquainted with commercial affairs of any complication has continually diminished.

Can't Get Away

"The disposition of intelligent and experienced business men who have substantial interest in the administration of justice to escape jury duty by every possible device is most regrettable. The result is that broadly speaking, the men who serve on our juries are those only who cannot bring sufficient political or social pressure to bear to enable them to be excused from service. It is surely unnecessary to point out the evil of this condition. Trial juries should be a fair cross-section of the community repre-

senting its various degrees of intelligence, virtue, and public spirit. It is to the last degree undesirable that jury service should be left to a particular part or class of the community, particularly when that is not the most intelligent part or class. It would be equally undesirable to confine jury service to the most intelligent class or part of the community, if by that were meant only men of superior education and widest experience; because, as has already been said, a jury should be a fair cross-section of the community. To submit a question of fact to a jury is in theory, and should be in reality, to submit it to the judgment of the fair average of intelligence and virtue of the community.

Asks Cooperation

"This long and doubtless unnecessary discourse is merely a preface to the request of the Committee for your cooperation in improving the quality of jury service in this district and to that end we earnestly ask you to urge upon your members and publicly to uphold the necessity for jury service by men such as compose your organization."

After considering the letter the Executive Committee decided unanimously to call the attention of the members of The Merchants' Association to the duty which they owe the community to act as jurors.

RULES ARE FAIR

Visitor from India Failed to Comply and Made Trouble for Himself Thereby

The newspapers contained a statement recently to the effect that a prominent business man from India was unjustly detained by the immigration authorities at this port and certain members of The Merchants' Association telephoned to protest against such action, feeling that the hostility so raised would doubtless have a permanent and injurious effect on business.

Inquiry was made through the Industrial Bureau in order to ascertain the real facts, and it was learned that the visitor himself was at fault in not having given complete and clear statements of the object of his visit to the United States. It appears that the plan which the immigration authorities enforce in connection with business visitors is fair and brings about as prompt release of the visitor as is possible, provided the visitor cooperates by answering all of the questions properly.

HARLEM MISSIONS BADLY ORGANIZED

Two Examples of "Charity" Organizations of Which Contributors Should Beware

EASY TO OBTAIN INFORMATION

Prepared by the Bureau of Advice and Information of the Charity Organization Society

What constitutes a mission? This question confronts one who hears of the various so-called "missions" springing up among the colored people in Harlem.

A Nebulous Undertaking

One claims to "rescue, care for and protect any one in need, through the channel of Christian work." It has three members, all of whom are officers and solicitors. The president can neither read nor write; he is not sure just how much money has been collected, nor how much has been distributed for relief. He admits that the solicitors receive 40 per cent commission, and his wife states that some of the solicitors left him because they could get better jobs. A very elaborate "Certificate of Charter" has been prepared. It does not bear the signature of the Secretary of State but the officers of the mission and is, in effect, a printed credential which is provided to each solicitor.

What the Needy Get

Another mission just a few blocks away from the first claims to "voluntarily assist, both financially and spiritually, the sick and needy of any race or creed." This mission claims a membership of seventy-three and emphasizes the fact that it is not connected with any church. It pays its solicitors a 25 per cent commission and has sometime employed as many as fifteen. These solicitors also bear credentials authorizing them to solicit. During a recent month it is claimed that \$161.90 was collected. During the same month the expense for rent and office salaries amounted to \$170.37, while \$15.75 was given to the needy for whom the society is supposed to exist.

Any one appealed to for funds for the colored people, even though the solicitor be clad in clerical garb, should determine by careful inquiry whether the organization is one of the fakes similar to the above or one of the standard organizations of which there are several doing a fine work.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

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No. 44

The Borough of Richmond Invites Industries

Many Sites for Manufacturing Are Available on Staten Island and Rail and Water Connections Make Them Especially Desirable—Cost of Land Is Comparatively Moderate Notwithstanding Unusual Advantages—Survey Is Made by Merchants' Association

The Merchants' Association, through its Industrial Bureau, has completed a Survey of the Borough of Richmond. This Survey covers the industrial advantages which the Borough possesses and points out needed improvements in its facilities. The Survey is being printed by The Merchants' Association in pamphlet form for distribution. The following summary of its main features was prepared by the Industrial Bureau:

Physical Features

Staten Island, or the Borough of Richmond, is one of New York City's greatest undeveloped industrial assets. Its navigable waterfront, extensive piers, direct rail connections with the great trunk lines, its proximity to the unequalled markets of the New York Metropolitan District and its wide areas of relatively inexpensive land available for industrial purposes, form a combination of advantages which can hardly be duplicated anywhere else on the Atlantic seaboard.

Area and Location

The area of Staten Island is fifty-seven square miles. It lies at the very entrance of New York Harbor, five miles south of Manhattan. It has thirty-five miles of shore front, more than half of which faces upon deep water. Although nearly three times as large as Manhattan, Staten Island has only one-twentieth of its population. In fact, many sections

Urges Disarmament

The Executive Committee of the International Chamber of Commerce, meeting in Paris last Tuesday, unanimously adopted a resolution declaring:

"No proposal for a settlement of the general economic position of the world can be effective unless in the first place international disarmament is carried out."

The resolution adds that disarmament should be the subject of such safeguards as may be deemed necessary. It concludes by asking the members to urge upon their respective governments "the imperative necessity of coming to an agreement on disarmament at the Washington conference."

of the Borough are still rural rather than urban.

Transportation Facilities

Staten Island has twenty-three miles of double track railroad, affording direct transportation facilities to all points inland, and is one of the few sections of New York City which can still offer undeveloped industrial sites combining the advantages of both rail and water transportation.

The areas ready for industrial development are extensive. Continuous tracts of more than 100 acres are available. Prices range from \$500 to \$5,000 an acre and compare very favorably with values in other parts of the City.

The Island's location at the entrance of the Harbor gives it distinct shipping advantages. Its great piers lie near the regular shipping channels. Oversea vessels using these piers need not be piloted through the waters of Upper Bay, permitting therefore a considerable saving in running time, making Staten Island in effect appreciably nearer the ports of Europe than most other sections of the City.

The east shore of the Island facing the Narrows affords remarkable opportunities for pier developments. The Narrows is the main entrance to upper New York Bay. The pierhead lines lie 1,800 feet from the shore. This permits the construction of docks of enormous size. At the present time the City is building here twelve great docks, each one of which is more than 1,000 feet in length, comprising a pier development of the most modern character and extensive proportions.

Railroad Connections

Rail facilities on Staten Island are furnished by the Staten Island Rapid Transit Railway, a subsidiary of the Baltimore and Ohio Railroad. This road has constructed a freight bridge over the narrow channel which separates the Island from New Jersey. By this means direct rail connections are made with the Pennsylvania, Lehigh Valley and Central Railroad of New Jersey, and thence to the other lines entering New York. This bridge is the only one connecting New

WHY RICHMOND BOROUGH ATTRACTS INDUSTRIAL PLANTS

York City immediately with the mainland to the West. It gives Staten Island an obvious transportation advantage over sections of the City which are dependent upon floats and lighters for similar shipping needs.

Ferry Service

In addition to direct rail transportation facilities, the island is supplied with ample ferry service to the surrounding sections of the Metropolitan District. Six ferry systems connect it with Brooklyn, Manhattan and the New Jersey mainland, and a new system, designed especially to carry vehicles between Staten Island and Manhattan, has been authorized by the City, and will be put in operation in the near future. Manufacturers in the Borough of Richmond are within economical motor truck reach of the unparalleled market of the New York Metropolitan District embracing about 8,000,000 population.

Tunnel Under the Narrows

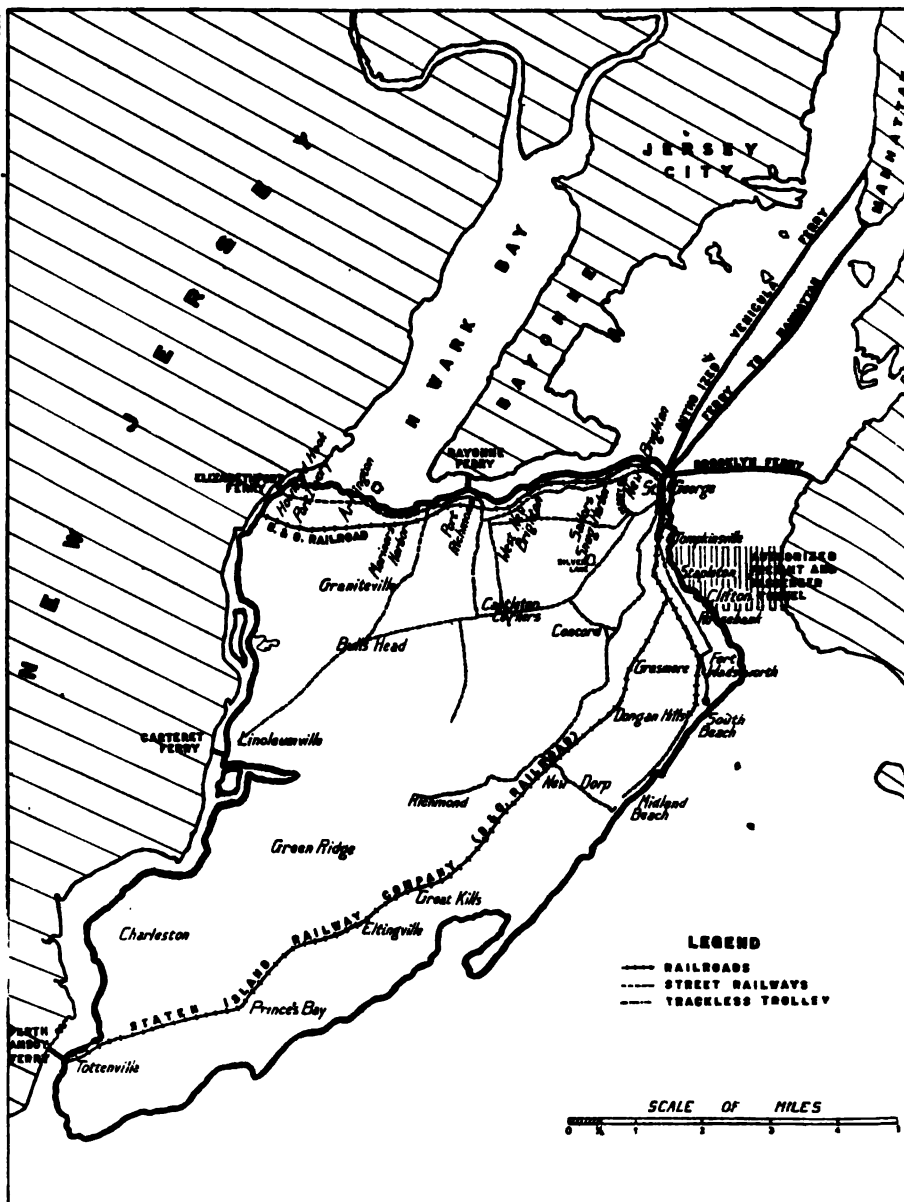
A freight and passenger tunnel, to be built under the Narrows connecting Staten Island with Brooklyn and thence with all the other Boroughs of the City, has been authorized. This project was approved in May, 1921, by the New York State Legislature. The law authorizing the tunnel requires that it provides for both freight and passenger traffic and that construction be started within two years.

With all rail connections to the mainland and with waterfront terminal facilities of the most up-to-date character, Staten Island offers exceptional opportunities for manufacturers who desire to locate within the Metropolitan Area.

Industries

There are 120 industrial plants in Richmond Borough employing five or more persons. Of these twenty-nine normally employ 100 or more workers. During the fiscal year ending June 30, 1921, the combined forces of these 120 plants in both office and shop was about 15,000 persons. Of this number nearly half were employed in eighteen shipbuilding and repair plants, which constitute Staten Island's most important industrial group. Aside from the shipbuilding plants, the largest group of workers is employed in the manufacture of building materials. The largest number of factories is engaged in the production of textiles and kindred products. There are twenty-seven such concerns, employing an average of thirty-one persons per plant.

The industries in the Borough are



LOCATION OF RICHMOND BOROUGH AND TRANSPORTATION LINES

centered along the shores of the Island facing New York. Of the 120 manufacturing concerns located on the Island, sixty-two are situated on the north shore, and thirty-two along the east coast. Nine plants are located at Tottenville and the remaining seventeen are scattered variously over the island.

Docks and Warehouses

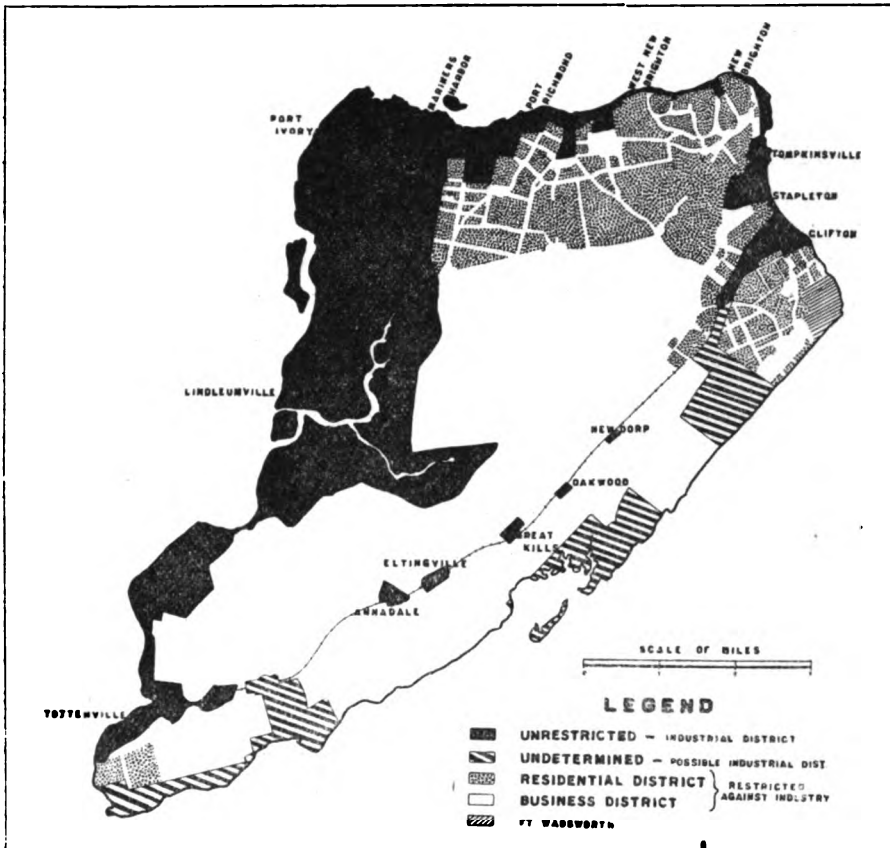
In addition to Staten Island's manufacturing establishments, there are extensive docks and warehouses. Of these, the largest now in operation are those of the Baltimore and Ohio Railroad at St. George, of the American Dock Company at Tompkinsville, and of the Pouch Terminals, Incorporated, at Clifton.

These facilities are being augmented by the City's enormous dock development mentioned above. The twelve new municipal piers at Stapleton range in length from 1,050 to 1,130 feet—each long enough to accommodate the biggest steamer ever built. These piers will be able to berth at one time forty-eight vessels of ordinary length and their annual capacity is estimated to be fourteen million tons of shipping. They will be amply equipped with freight handling machinery of the most modern sort.

Labor Supply

In 1920 the population of Staten Island was 116,500. The average density was 3.2 persons to the acre as com-

FINE RICHMOND INDUSTRIAL SITES AWAIT OCCUPANTS



MAP OF INDUSTRIAL AND RESIDENCE DISTRICTS ON STATEN ISLAND

pared with 163 to the acre on Manhattan and an average of twenty-eight per acre for the entire City. Although more sparsely populated than the other boroughs, Staten Island has recently been growing twice as rapidly as the City as a whole. Between 1910 and 1920 it increased from 85,869 to 116,531, a growth of 35 per cent. This compares with a growth of 18 per cent for the City as a whole.

Manufacturers who locate on Staten Island should have no difficulty in building up an adequate labor supply. Housing conditions are favorable. In many parts of the Borough there are numbers of small frame houses which are admirably suited for workingmen's homes. As the Island has been settled since Colonial times there are many old established communities provided with good roads, churches, schools and clubs, which are factors of great importance to the workingman. These communities readily lend themselves to expansion.

In addition to the labor supply living on Staten Island manufacturers can and do tap the vast population areas which adjoin the Borough. Millions of people live within commuting distance of

Staten Island. In 1920 the six ferry systems running to Staten Island carried over 26,000,000 passengers back and forth between this Borough and other sections of the Metropolitan District. Many of these passengers were commuters who came to the Island to work but whose homes are in nearby sections of Greater New York.

The North Shore

At the present time approximately one-half of the industrial concerns in Richmond are located along the north shore. This section of the island has been steadily growing in industrial importance for many years and it will probably continue to expand during the coming decade at an even more rapid rate than in the past. The railroad tracks of the Baltimore and Ohio skirt this shore and a ship channel has been dredged along its entire length. Thus it is possible to secure sites having railroad facilities on one side and water facilities on the other.

Available building sites along the water's edge without rail facilities vary in price from seventy-five cents to \$2.50 per square foot. Along the railroad

tracks industrial properties without water facilities range in size from one to thirty-five acres and in price from fifteen cents to forty cents per square foot. Sites combining both rail and water service are of course more expensive.

The East Shore

The east shore of Richmond Borough will probably become important as a commercial rather than an industrial center. Already the shore front is lined with piers. A number of warehouses have been erected behind them and more will probably be built in the near future. However, as the tracks of the Baltimore and Ohio run along the entire shore the combination of rail, pier and warehouse facilities offers unusual attractions for industry as well as commerce. Development is limited somewhat by the City's building regulations and by the hills in the background. There remains, however, considerable territory that might be used for industrial purposes. Although much of this land has been already bought up by manufacturing concerns, a few waterfront and railroad properties are still available. Prices range from twenty cents to eighty cents per square foot.

The West Shore

By far the most extensive undeveloped areas on Staten Island, situated upon deep water, are located along the west shore. Up to the present time only a few plants have been located along these dozen miles of waterfront. This is due primarily to the lack of railroad facilities. The immense potentialities of this section, however, are clearly seen by comparing the Staten Island and New Jersey shores of Arthur Kill. The New Jersey side, only one or two thousand feet away, is lined almost from one end to the other with large factories teeming with industry. Most of these plants have been built during the last few years since the construction of a railroad spur along that shore. A similar improvement on Staten Island is almost sure to bring an early utilization of the great resources along its shore.

Although the west shore of the island will probably never fully develop until adequate railroad facilities are provided it might well be utilized even now by certain types of industries requiring large acreage with tide water advantages. Manufacturers transporting heavy tonnage to or from Europe or South America would find it greatly to their interest to locate in this section. A ship

NEW PIERS MAKE RICHMOND BOROUGH SHIPPING CENTER



AIRPLANE VIEW OF THE CITY'S NEW \$20,000,000 SYSTEM OF 1,000-FOOT PIERS AT NEW BRIGHTON

channel extends along the entire sound. Moreover the Baltimore and Ohio Railroad is willing to furnish a spur to any large concern locating within a reasonable distance of its present lines. Industrial sites of 100 acres or more can be secured. Such sites with waterfront facilities can be purchased at less than \$1,000 per acre. The maximum price would not exceed \$3,500 per acre.

The South Shore

The future development of Staten Island's south coast is less certain than that of the west shore. From a commercial standpoint this shore has many natural advantages. It faces directly upon the Atlantic Ocean and is nearer in running time to the foreign ports of the world than almost any other section of New York City. Piers of great length can be erected along the waterfront. Because of its shallow and exposed shore, however, it has not yet developed either

commercially or industrially. Extensive improvements are necessary before it can be generally utilized for manufacturing and commercial purposes. A ship channel must be dredged, a breakwater built, and more adequate rail facilities provided. Some of these improvements would require large expenditures and Federal legislation. Pending such improvements industrial concerns can advantageously locate on the railroad racks of the Staten Island Rapid Transit Company which runs the entire length of this coast about a mile or so from the water's edge. Here land can be secured at very reasonable rates. Representative prices range from one to three thousand dollars per acre.

The Future

Although in the past Staten Island's industrial development has been slow, its expansion in the future is almost certain to be far more rapid. The funda-

mental reason for the Borough's retarded growth undoubtedly has been its comparative isolation. While this isolation has been more imaginary than real, it has been a powerful influence in limiting the Island's industrial development.

The freight and passenger tunnel under the Narrows, which has already been authorized, would be a large factor in removing this defect.

There are a number of tentative projects now under discussion for further developing the Island. For example, the City authorities are holding conferences with representatives of the various railroads where the possibility is being discussed of providing direct rail service between Long Island and the New Jersey mainland by means of the authorized tunnel under the Narrows. This would mean much to the future development of the Borough.

APPEAL FOR JURY DUTY APPROVED

**New York City Is Not the Only
Place Where Shirking Crip-
ples the Jury System**

DETROIT REFORM WORKS WELL

The appeal made by The Merchants' Association to its members not to shirk jury duty is attracting attention. The evil is not confined to New York City.

The following letter from Mr. John C. L. Dowling, Counsel of the Boston Finance Commission, is of interest:

"Your kindness in sending me your regular issue of the bulletin of your Association and the recent editorial on the duty of citizenship which appeared in your issue of November 28, prompts me to send you an excerpt from the Detroit Police Department bulletin on the 'New Jury Law' for that city.

"I am not acquainted with the jury law of New York State but believe this excerpt will be of some value to you in your recent drive to improve the jury system.

"I am thoroughly in accord with the sentiments of your editorial and wish you success. The excerpt is as follows:

"Under the new jury law, which went into effect on August 18, the term for which a juror shall serve in the Recorder's Court was cut down from two months to two weeks, to be followed by an exemption of one year instead of the former exemption of three years. This change has made it possible to secure the services of an entirely different class of men than made up the majority of the old juries, and the new jury commission is to be congratulated upon the selections it has made so far. Many of the city's most prominent men, who under the old law could not be expected to leave their business affairs for two months and who were never seen on juries, have made no objection to serving two weeks under the new law and the effect of their work can be plainly seen in the results of the trials which have taken place in the last two months."

The New York Law

The New York Judiciary Law makes the following provision regarding terms of service of jurors:

"§641. The jury year, in the county

**MAX NEUBURGER & CO.
NOS. 64-74 WEST 23rd STREET,
NEW YORK.**

November 29, 1921.

*The Merchants' Ass'n of New York,
Dear Sirs: As members of The
Association and readers of the Week-
ly bulletin, we refer to issue Nov. 28,
Page 8.*

*We want to go on record in saying
that circular letters and offers which
occasionally reach us and which refer
to, or harp on membership in The
Merchants' Association, strike us about
the same, as a person who belongs to
a Secret Society or an Order and
flaunts his "Badge," with a view of
using it as a lever to do business.*

*We feel sure that the great majority
of the members of The Merchants'
Association of New York feel as we
do and we think your attitude with
regard to this subject is absolutely
correct and fully justified.*

We are,

*Very truly yours,
MAX NEUBURGER & CO.,
per Max Neuburger.*

of New York, commences on the first day of October. A person who has actually served as a trial juror, in a court of record of the state, within that county, twelve days within a jury year, is entitled to be discharged by the court, except that he shall not be discharged until the close of the trial in which he is serving, when the twelve days expire.

"§549. A person discharged, as prescribed in section six hundred and forty-one, having served as a trial juror in a court of record in the city and county of New York, twelve days within a jury year, is therefore, during the same jury year, exempt from jury service in any county of the state, including Kings County."

MOST HOMES ARE RENTED

Census Bureau enumerators have found that 54.4 per cent of the homes occupied in the United States are rented. Only 28.2 per cent of the occupants own their homes with the property free from encumbrance. Seventeen and five-tenths per cent of the homes are owned by the occupants, but are under mortgages. The bureau listed 24,351,676 homes in the country. The term "home," the bureau said, signified the abiding place of a family and did not necessarily denote an entire dwelling.

PERSONAL SURETY COVERS TRUCKMEN

**Government Raises the Amount
of Required Bond But Accepts
Anything Adequate**

SURETY PREMIUMS ADVANCE

The Merchants' Association, through its Foreign Trade Bureau, has recently investigated the circumstances surrounding the issuance by the Treasury Department of an order increasing the total amount of the bond required for licensed Custom House truckmen. This increase has resulted in a marked increase in the amount of the premium assessed by surety companies in connection with such bonds.

Higher Trucking Charges Threatened

In view of the fact that these increases might result in an increase in the charge for trucking in New York City, The Association deemed an inquiry to be proper.

After conferences with Custom House officials it appeared that the Treasury had been compelled to increase the total amount of the bond because of the fact that the large increase in the value of merchandise during recent years had made the previous bond requirements inadequate for the protection of the interests of the government.

Personal Security Accepted

Surety companies asserted that because of the large increase in the volume of pilfering from shipments, it was necessary also to increase the premium rate. The Government officials consulted, however, asserted that it was not the intention of the Government to turn business in the direction of the surety companies and that, accordingly, although no stipulation was made in the Treasury order embracing the new requirements, the Government had decided to approve the practice of accepting adequate personal surety as well as surety company bonds.

Many truckmen are now giving surety furnished by friends or business acquaintances so that they are relieved from the extra expense involved in the recent order.

KALAMAZOO JOINS THE RANKS

The Chamber of Commerce of Kalamazoo has begun the publication of a monthly organ in magazine form. The first number made its appearance in November.

The Merchants' Association of New York

The Woolworth Building

233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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THE BOROUGH OF RICHMOND HAS SPLENDID INDUSTRIAL POSSI- BILITIES

The Merchants' Association has just completed an industrial survey of the Borough of Richmond. This Borough is identical with Staten Island. Owing to its situation it has been the most neglected of the City's five Boroughs, although it possesses tremendous industrial and commercial possibilities. Located as it is at the entrance of New York Harbor in such a manner that every part can easily be joined with the trunk line railroads which reach the Harbor on the New Jersey side, the Borough awaits only enterprise to make it a vast industrial center.

The inquiry made by The Merchants' Association reveals the possibilities of the Borough's favored location. The great modern system of docks which the City is completing on Staten Island at a cost of \$20,000,000 indicates what will inevitably take place there during the next few decades.

The results of The Merchants' Association's survey are being prepared for public distribution in pamphlet form. Although New York City is now the greatest industrial center in the world, factory locations may be had in excellent situations on Staten Island for a moderate price.

In analyzing and revealing the possibilities of the Borough, The Merchants' Association has performed a service of value to the City and to the industrial interests of the entire country.

WHAT THE WORLD OWES

The total debt of the world at this time is about \$383,000,000,000 and on December 31 it will have reached \$400,000,000,000, according to a statement issued by the National City Bank.

The greater part of this debt was contracted as a result of the war. The world's obligations in 1913 were only \$43,000,000,000 and, at the close of the war, they were \$205,000,000,000.

The interest charge alone on the present debt of the world is \$15,000,000,000 a year.

It is easy to see that this rapidly in-

creasing burden cannot be carried much longer. The statement of the figures is the strongest possible argument for the adoption of the disarmament program offered by the United States to the Congress now sitting in Washington.

COMMON SENSE AND EFFICIENCY IN THE MANAGEMENT OF THE POST OFFICE DEPARTMENT

The Merchants' Association has always been deeply interested in the postal system. Business depends largely upon the efficient operation of the post office facilities. If the delivery of letters is delayed even for an hour, losses and endless annoyances are certain to follow. The consequences are much more serious if the delays become habitual or if letters and packages are lost in the mails, as they have been too frequently during recent years.

Postmaster General Will H. Hays has brought practical common sense to the management of the great department of which he is head. He recognizes that the handling of the mails in the United States constitutes the largest business in the world and that the adequacy of the service must depend upon the human factor, which means the efficiency of the men and women who actually handle the mails. He is endeavoring to protect and interest them, first by eliminating political "pull" from the management of his department, and second, by treating the employees as human beings instead of machines.

Recognizing the interest of this Association in his work, Mr. Hays has prepared for publication in "Greater New York" an article in which he sets forth some of his views with regard to the department. This article will be found in this issue and it should be studied by every member of The Merchants' Association. It is the purpose of this Association to cooperate with the authorities in improving the postal facilities wherever possible and if this cooperation is to be effective, it must be participated in by all of the members.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Postmaster General Makes Workers Partners

In an Article Written Especially for The Merchants' Association, Mr. Will H. Hays Explains How He Is Trying to Raise Standards in His Department and to Improve the Service by Giving Employees a Square Deal—To Eliminate Politics and Profit

By Postmaster General WILL H. HAYS
Prepared especially for The Merchants' Association

It must be remembered that the Postal Service in every country in the world broke down during the war except the United States. It was a magnificent performance and entitled to the very greatest commendation. In no sense am I a critic of the past. I think that we spend entirely too much time in finding fault with what has been previously done. The problems of the present are too tremendous for us to engage in any faultfinding of any mistakes we may have made.

Made Employees Co-Workers

When we took hold of the administration of the post office, seeking for some point of application in an earnest desire quickly to improve the situation, we looked at the relation that existed between the employees and the Department; it seemed that there was the field in which the greatest progress might be made in the shortest time. I was sure that by merely introducing a different spirit into these relations, by making the employees more comfortable and giving them assurance of their future commensurate with their worth and importance as a matter of simple justice—by merely doing this I felt confident we could accomplish the equivalent of adding many thousands of employees to the Department.

And in proof of the good in human nature and for the benefit of public and private employers everywhere who may contemplate the same step, the public may be glad to know that this assumption has been correct. The most important element in any service is the spirit of the men doing it. We are away in the post office service from any idea that labor is a commodity. We have had 326,000 employees in the Post Office Department; today we have 326,000 co-workers. When these 326,000 men and women start out determined to do this work better nothing can stop the successful consummation of their efforts. Developments are proving this fact.

Influence of the Workers

What are the possibilities of the influence of the postal workers for the spread

of either good feeling or ill will? The figures I have already noted give a hint of them—326,000 co-workers serving daily 110,000,000 people. Is it worth while or not making these 326,000 feel

THE HON. WILL H. HAYS



Postmaster General Who Is Humanizing the Post Office Department

that they are a part, not of a machine, but of living human organism? Is it worth while or not making them feel that they are getting a square deal, and to see that they get it?

I have repeatedly stated that it is our intention to humanize the Postal Service. I mean by that that I want to make every man and woman in it feel that he is a partner in this greatest of all the world's business undertakings, whose individual judgment is valued and whose welfare is of the utmost importance to the successful operation of the whole organization. The postal employees are, in a high sense, the servants of the Republic. They make the functioning of a democracy possible. They are more than employees—they are members of an order. To make them conscious of the high significance of their calling I consider in every way the most important work I have to do, for

they are the *Ambassadors of Uncle Sam to the homes of America*, and the spirit in which they go about their work affects the spirit of the whole American people.

Humanizing the Service

We have been making changes from time to time of rules and regulations of benefit to the employees, many of which were suggested by the employees themselves, as a practical step in humanizing the Service.

In order that the employees may have the opportunity of freely expressing themselves in matters affecting their welfare, we have provided a national welfare council composed of representatives selected by the various national organizations of postal workers and also local councils at any post office or railway mail headquarter where conditions justify their need. The object of the councils is to increase the efficiency of the Postal Service, to improve working conditions in the post office, and to effect closer cooperation and better understanding among the public, the officials, and the employees of the Postal Service.

Survey of Working Conditions

A survey has been made as to the physical conditions of post offices through questionnaires covering several thousand post offices. We are going to have these checked up by post office inspectors and through their cooperation with postmasters have these unfavorable physical conditions remedied as far as possible.

We have asked the postal workers to be courteous in dealing with the public as well as among themselves. As the post office is the local branch of the biggest distinctive business in the world, the postmaster, as the local manager, should cultivate closer acquaintance with the local patrons, especially those in business who are the largest users of the mail. I would like them to become members of civic bodies and to take an active part in business affairs of the community.

No Sinecures in the Department

There has existed in the minds of the public for a long time the idea that the postmasters are superfluous, especially those of the larger post offices; that his position was a sinecure; that he didn't

POLITICS AND PROFIT BANNED IN POSTAL SERVICE

even fill a thinking part on the postal stage, the real work being done by his associates. No one knows better than I that this impression is erroneous and that nine-tenths of our postmasters are excellent public servants and most necessary to the successful conduct of the postal institution. The entire Post Office Service has been more or less regarded over a long period of years as a political treasure house where there was always available that which might be needed for the payment of political obligations which could not be otherwise discharged.

Politics and Profit Banned

I have said and I reiterate that the Postal Service is most certainly not an institution nor profit or politics, but an institution for service. It has been a long fight to go as far as we have in the elimination of politics in the classified service, the old fight of proficiency against plunder, of service against spoils. It may be a fight to keep what has been accomplished. If so, it must be made. It is still a long pull before there can be an entire elimination of politics in the appointment of presidential postmasters.

I am sure it is steadily growing in the minds of the public that if we are to have the most efficient postal service we must keep it as far as possible out of politics. This should be done. There is no doubt about the soundness of the purpose and it is the most earnest determination of the present postal management to carry it out. It is a matter, however, of evolution and not of revolution. It cannot be accomplished in a day. The President and the Department are endeavoring to select the man best fitted to serve the public as postmaster.

Railroads Are Cooperating

We have composed the differences of opinion which has existed between the railroads and the Post Office Department in the past in regard to railway mail pay and we are securing very fine cooperation among the railroads in the handling of the mail.

We have secured the cooperation of over 1,500 local chambers of commerce in the matter of early mailing and other campaigns to speed up the delivery of mail. The newspapers are assisting in this also. This, of course, must be a continuous campaign to make it effective. We have also enlisted in these campaigns the public schools by teaching postal matters in the schools.

The handling of second class matter

is the source of much concern. The newspaper is essentially a thing a man wants when he wants it, and he wants the news when it is news. We are going into this matter with determination to eliminate this delay through the cooperation of the postal workers and the newspapers themselves.

Newspapers and Special Delivery

Special delivery mail must have special handling as well as special delivery. Although the public pays only for the special delivery, it expects and should have the "special delivery" mail given special consideration in transit. The special delivery service is not sufficiently developed. In some cases the method results in actually slower final delivery. One of our postal officials and the Secretary of the National Foreign Trade Council have returned from the Buenos Aires Postal Convention bringing back excellent results in the way of uniform postal rates and extension of service which will promote business between the United States and South American countries. One of the permanent results of this postal congress is the adoption of the domestic postal rates in the United States to the South American countries which will go into effect just as soon as the agreements are ratified in the South American countries. This congress also effected consolidation of a great many charges on parcels post. This will facilitate dispatch of parcels to South American countries.

Mail Thieves

The problem of the mail robberies is by no means solved. There seemed to follow our early efforts to protect the mail a period of very definite lessening of the trouble which brought for the six months following this, i. e. from April 9, 1921, to October 9, 1921, a total stolen of something like \$300,000 as against \$6,300,000 stolen during the year prior to April 9. In this effort postal employees were injured and killed and some robbers were slain.

Then came the New York robbery in late October, which occurred on lower Broadway and which should have been and could have been prevented if a full performance of obviously proper precautions had been taken and the definite rules and orders of the Department followed. It was an expensive lesson. The mails are inviolate and there is no limit to which the Postal Service must go to keep them so. The public has the right

to expect the fullest discharge of the Department's duty in this respect.

Must Shoot to Kill

Instructions have been reissued that the armed postal employees shall shoot to kill and we are sending out another quantity of arms and ammunition. We have arranged with the Secretary of the Navy for the detail of one thousand marines to the Post Office Department, and additional forces will be furnished if necessary. We just had an illustration the other day of a splendid response of the postal workers in protecting the mail. A clerk, unarmed, captured a notorious mail robber who had his gun already against the stomach of the mail clerk. We are going to see that these postal workers are rewarded for their service. It simply must be true—that the mails may be late but they are never lost.

Parcel Post Inquiry

We are going to undertake the cost keeping of the parcel post to ascertain if this big service is being conducted on a profit or loss. From what I have been able to observe thus far, I am of the opinion that it is being operated at a loss. The parcel post is a tremendous service to the public and must be expanded. It is, however, a commercial transaction and should pay its way. The cost of carrying parcel post and all other classes of mail must be ascertained before intelligent changes, if any, can be made in the postage rates.

Service in Large Cities

The question of postal facilities in the large cities is one that is engaging the minds of the best men in Congress and the Postal Service. There has been little, if any, expansion of the Postal Service since 1912. The financial condition of the country must be considered in any plans that we have to increase these facilities, but we are not going to permit this factor to deter us from going to the utmost limit to provide these facilities. They are essential to the development of business.

We are very anxious that the business men of the country shall have a very definite part in the solution of these postal problems because they are of vital concern to them. With this in view we have called to Washington a great many representative business men, many of whom are serving without salary, and they are helping in a splendid way to improve the Postal Service. We

(Continued on page 9)

CRIMINAL DRIVERS OBTAIN LICENSES

**This Association Moves to Secure
Enforcement of the Law as
to Taxi Chauffeurs**

ASKS COMMISSIONER FOR DATA

The Merchants' Association recently adopted resolutions asking for a rigid investigation of all holders of taxi-cab drivers' licenses in order to determine license holders who have been convicted of crime in order that their licenses might be revoked.

Asks License Bureau for Data

In a letter to the Hon. John F. Gilchrist, Commissioner of Licenses, The Merchants' Association calls his attention to these resolutions and asks for information from his records. The letter to Mr. Gilchrist reads as follows:

"We shall be obliged to you if you will inform us what steps have been taken by your Department for the identification of holders of taxicab licenses who have hitherto been convicted of crime and for the revocation of their licenses, in accordance with Section 290-a, of the State Highway Law, which specifically makes conviction for a felony ground for the revocation of a license.

"The studies of our Committee have shown clearly that the character of drivers is a very important element affecting the public safety. This is especially true with respect to drivers of public vehicles. It is highly important not only that they have the technical skill and freedom from recklessness necessary to the safe operation of auto vehicles, but also that they be free from physical disabilities and be of good moral character.

Requirements of Law

"Applicants for drivers' licenses under the State Law are required to state under oath whether they have ever been convicted of crime; and under the City Ordinances whether they have ever been arrested, with particulars, and whether they are addicted to the use of intoxicating liquors or drugs, or have any mental or physical incapacity or infirmity.

"The City procedure requires that two reputable citizens vouch under oath that the applicant is honest, sober and of good character. It further requires that the applicant give names and addresses of employers for the past five years, and certificate of fitness from last employer.

"The value of these sworn statements as a means for protecting the public depends upon whether or not their truth or falsity is adequately investigated or whether they are accepted pro forma without further investigation.

Official Procedure at Fault

"It would appear, from the ascertained facts, that the procedure of your office does not effectively exclude criminals from occupation as hack-drivers, which exclusion the law presumptively contemplates.

"We shall be obliged if you will give us in addition to the information requested above, the further information indicated by the following questions, as to that procedure:

"1. Are hack-drivers' licenses granted pro forma upon the filing of applications properly filled out and signed; or is the issuance of such licenses deferred pending adequate investigation of the truth or falsity of the statements contained in the applications?

"2. If such investigation is made, is it made by your own employees, or is it referred by you to the Police Department?

"3. If referred to the Police Department, is such investigation promptly made and the ascertained facts as to each application speedily and regularly reported to you?

"We shall greatly appreciate such further information as you may be disposed to favor us with relative to the methods followed by your office, for excluding men of criminal record from a vocation in which they are a menace to the public; and shall be glad to cooperate with you to that end."

POSTMASTER GENERAL ON AIMS IN POSTAL SERVICE

(Continued from page 8)

want business men to know just what we are doing to improve the Service and we want their suggestions and criticisms at all times. This is the one best way to improve the Postal Service.

TELEPHONES HERE AND ABROAD

The total number of telephones in Europe is approximately 4,880,000, or one to each eighty-two inhabitants. Of these, 3,870,000 are in Sweden, Norway, Denmark, Germany, Austria, Switzerland, Holland, Belgium and Great Britain. The United States had 12,668,700 telephones in 1919.

NEW YORK STATE IS INDUSTRIAL LEADER

**Census Shows that Value of Its
Manufactured Products Is
14.1 per Cent of Total**

LITTLE CHANGE IN DISTRIBUTION

The National Industrial Conference Board, 10 East Thirty-ninth Street, has prepared a summary of value-of-product figures from the 1919 Census which shows the territorial distribution of manufacturing by value of products in the United States.

New York Leads in Industry

According to this analysis it appears that New York State maintains its leadership with a credit of 14.1 per cent of the total valuation of manufacturing output. Pennsylvania comes next with 11.6 per cent. Then follow, in order, Illinois, with 9.3 per cent; Ohio, with 8.1 per cent, and Massachusetts, with 6.4 per cent. The surprise in this list of industrial leaders, the Board says, is the prominence of Illinois and Ohio, both of which lead the great manufacturing State of Massachusetts. Together these five industrial States produce nearly 49.5 per cent in value of all the manufactures in the United States.

Percentages by States

The group next in industrial importance consists of States which produce from about 6 per cent to about 2 per cent each of all manufacturing value. This group is headed by New Jersey, in the following order: New Jersey, 5.9 per cent; Michigan, 5.5 per cent; California, 3.2 per cent; Indiana, 3 per cent; Wisconsin, 3 per cent; Maine, 2.5 per cent, and Connecticut, 2.2 per cent. These seven States produce 25.3 per cent of the total value. Twelve States out of the forty-eight, therefore, produce a little more than 75 per cent of the total value of our industrial output.

One of the most remarkable things about these figures, the Board finds, is that they run so nearly parallel to those of the 1899 census. With all the growth in the manufacturing in that period, its territorial distribution has remained nearly the same. While there is a decentralization of industry shown by these changes, it is trifling in comparison with the total. In general, industrial distribution shows a remarkable stability.

Why not file "Greater New York"?

Governor Miller Riddles the St. Lawrence Dream

Chief Executive of New York State Charges that a Fund of \$100,000 Has Been Raised for the Purpose of Influencing Congress and that "Log Rolling" Is Being Attempted—He Shows that the Scheme Is in Reality a Power Project with Navigation a Secondary Matter

In an address delivered before the Atlantic Deeper Waterways Convention, in Savannah, Georgia, on November 16, Governor Nathan L. Miller analyzed the project to canalize the St. Lawrence River and asserted that a fund of \$100,000 is being used to influence Congress in favor of the scheme.

Attacked the St. Lawrence River Plan

Governor Miller gave strong reasons why the United States should not adopt the St. Lawrence plan.

"It requires some temerity and may seem waste of effort for me to address you in opposition to the project of connecting the Great Lakes and the Atlantic by a deep sea canal.

"Temerity, because the threat has been conveyed to me that opposition to that project will result in retaliation by the States composing the Great Lakes-St. Lawrence Tidewater Association. That threat does not deter me.

"Waste of effort, because that Association has announced in a recent bulletin that, if the eighteen States composing it so determine, favorable action on that project will be taken by Congress this year. Light is shed on the method of accomplishing that result by the statement recently published by one of the proponents of the project to the effect that the different States in the Association had appropriated various sums from their respective treasuries, amounting to nearly \$100,000 in the aggregate. 'This,' he said, 'will be used to bring pressure to bear on Congress from the business men and farmers of these States as a result of a campaign of education as to the probable effect of the waterways on the development of the middle west.'

Log Rolling for the Scheme

"I do not underestimate the formidable character of such pressure. I do not underestimate the power in the Congress of a solid bloc of representatives from eighteen States. How that power can be used is shown by a recent communication of the Charleston and Jacksonville Chambers of Commerce to their delegates to this convention, who independently of the merits of the proposition, suggest the wisdom of lining up

with the Great Lakes-St. Lawrence Tidewater Association on the principle of reciprocity. They also suggest that the St. Lawrence project is of no concern to the Atlantic Deeper Waterways Association and should not even be discussed at this convention. I shall presently show that it is of the gravest concern to the entire country and has a direct relation to every one of our internal improvements. But I wish to pause long enough to direct your attention to the danger to our country from the promotion of public undertakings on the basis of reciprocity between sectional interests. That method necessarily precludes a fair consideration of any undertaking on its merits.

The Engineers' Report

"The character of the propaganda back of the St. Lawrence project is illustrated by a recent circular of the Association favoring it. It says that the engineers' report is altogether favorable and that it was known that it would be favorable. How that could be known except to the discredit of the engineers is difficult to understand, in view of the fact that every report heretofore by every army engineer who has studied that or similar projects for a ship canal from the lakes to the sea has been adverse. The fact is, and in justice to the engineers who have made the last report, it needs to be stated, that they have only reported as they were required to do upon the estimated cost of the project and its practicability from an engineering standpoint. No one has ever doubted that a ship canal could be constructed around the rapids of the St. Lawrence. The engineers expressly say that they proceeded 'on the assumption that the expenditure necessary for a depth of twenty-five feet for navigation is warranted at this time and that the increase in transportation on the St. Lawrence will make it desirable to attain a thirty-foot depth at some future time.' They did not consider, they were not instructed to consider, the commercial feasibility of the project, but they are heralded over the country as having submitted a report altogether favorable to it.

"The same circular says that the recommendation of the International Joint Commission will also be favorable. In

that case the report is discredited in advance, as the Commission had appointed a further hearing when that announcement was made.

Dazzled by Visions

"The proponents of the St. Lawrence project have been dazzled by visions. They see the Atlantic Coast line extended to Duluth, they see all of the lake ports converted into sea ports, with flags of all nations flying in their harbors. Naturally they will bring pressure to bear upon Congress, naturally they cannot brook opposition and see only crass ignorance or unworthy motives in those who oppose; naturally they are conducting a propaganda country-wide in extent, and the danger lies in the fact that the partisans of the project are too prejudiced, whilst the rest of the country have not sufficient interest to examine the project fairly on its merits. If I can in the slightest degree stimulate intelligent discussion and consideration of this subject I shall be more than repaid for coming here.

The Question of Cost

"Now, why is this a matter of concern to you?

"The engineers have reported that it will cost \$252,778,200 to construct a twenty-five-foot canal and one dam to develop 1,464,000 horse power and that at a further cost of \$17,986,180 the canal can be deepened to thirty feet. In passing it may be noted as illustrative of the sort of propaganda that is being carried on that \$250,000,000 has been heralded over the country as the cost of the entire project, including the development of the 4,000,000 horse power which is held out as an alluring bait to the New England States.

"Well, the engineers, who were instructed to report on channels of twenty-five and thirty feet respectively, recommend the \$252,000,000 twenty-five-foot canal as the initial project and so I shall consider the subject from the standpoint of their recommendation. That sum is merely a preliminary estimate. Any one familiar with St. Lawrence knows that it is not humanly possible in a preliminary estimate or even after detailed plans have been made to anticipate every difficulty that will arise in the execution of the project and

ESTIMATED COST OF ST. LAWRENCE CANAL FAR TOO LOW

the report of the engineers shows that such is the case. No such work was ever carried on within the estimates, either preliminary or detailed, and it is certainly reasonable to add at least twenty-five per cent for unforeseen difficulties, contingencies and unexpected costs. The contribution of the United States to the initial project alone will thus most surely exceed \$150,000,000.

Harbors Must Be Deepened

"No estimates have been made of the cost of deepening the channels of the Great Lakes and the connecting rivers and no such estimates have been called for. The project depth of those channels now varies from nineteen and one-half to twenty-two feet. The Army Engineers have repeatedly reported that the benefits to commerce from deepening those channels will be incommensurate with the great cost involved. Of course, every harbor will have to be deepened accordingly and even though a part of that expense should be borne by the cities interested, \$50,000,000 is certainly a modest allowance for the additional expense to be borne wholly by the Federal Government to deepen the channels and harbors to only twenty-five feet. So that upon the most modest reckoning we have an initial expense of \$200,000,000 to be borne by the United States to deepen the channels and harbors of the Great Lakes and to pay its half of the cost of a twenty-five-foot canal and the development for itself of 732,000 horse-power. In passing it should be noted that that is all of the power that this country can claim because further development will be entirely in Canadian waters.

Pending Waterway Improvements

"Now my proposition is that such an expenditure is not warranted at this time even though the project were otherwise commercially feasible. That sum is one-fifth the total amount that has been expended in the improvement of our rivers and harbors during the entire history of the country. Without counting some approved projects for which estimates are lacking, it will require nearly \$200,000,000 to complete the river and harbor improvements which have already been approved both by the Army engineers and by Congress and are still held desirable. Appropriations for rivers and harbors for the last twenty years have averaged about \$30,000,000 a year, so that at that rate of progress, and in the present condition of the treasury we can hardly expect faster progress. It will

take at least seven years to complete the approved projects and we may be sure that there are many not yet approved which could well be undertaken.

"Improve the harbors on the Pacific and the tributary rivers, improve the Gulf ports, the rivers tributary and those which drain the great Mississippi basin; improve the Atlantic ports and rivers; spend every dollar that is needed. Let those improvements be completed before we pledge the resources of the country to the construction of a waterway to develop the commerce of a foreign country even though that country be a friendly neighbor.

Closed Five Months Annually

"Now, we may assume that a St. Lawrence ship canal will divert shipping from the Gulf and Atlantic ports to Montreal. Even so, an ice bound port five months in the year, to say nothing of the greater dangers of that route from fog and ice during a considerable part of the other seven months, cannot serve the great needs of the Middle West. They will still be mainly dependent throughout the year upon the Gulf and Atlantic ports and the great mass of their commerce will still pay toll in increased costs and delays due to any inadequacy of those ports. The first need then, the prime necessity, the highest interest of everybody, including those clamoring for a new outlet to the sea through a foreign country, is to improve our own ports and inland waterways.

Port of New York Improvement

"I shall be charged, I have been charged, with selfish interest in not wanting commerce diverted from the Port of New York. I am concerned about the diversion of money needed for our own improvements to the improvement of a waterway in another country, but I have no concern whatever about the diversion of commerce from the Port of New York. That port is so located with such natural advantages that despite freight differentials, despite as many other outlets to the sea as may be constructed, despite even its own archaic port facilities, its capacity is bound to be taxed by the commerce which its location and natural advantages invite. I may say, however, that the States of New York and New Jersey have at last been aroused from a lethargy of more than fifty years, and pursuant to a compact recently entered into between the two States, which has received the approval of Congress, plans

are now under way to modernize the terminal facilities of that great port, which is capable of unlimited development. I expect to see the facilities of the Port, both rail and water, so coordinated and so developed as to handle the commerce passing through it as cheaply and as rapidly as can be done anywhere in the world, and I expect to see that project well advanced long before it will be possible to construct a ship canal in the St. Lawrence.

Not Asking for Money

"And let me say that, whilst, of course, we hope that the Federal government will devote a fair share of the moneys available for river and harbor improvements to the improvement of the channels about the New York Harbor, the greater undertaking of providing adequate terminal facilities will be accomplished without asking the Federal government or our sister States to contribute one dollar of the expense. In that connection I may say that the State of New York has expended \$165,000,000 on its great inland waterway system to give the States now clamoring for a ship canal an adequate all-water route to the sea. That waterway has recently been inspected by a visiting delegation from other States, including forty members of the lower House of Congress, and I am sure that no one who has traversed it can have the slightest doubt but that it is capable of handling all of the commerce which can possibly reach the Atlantic even by a ship canal.

"We have not only done that, but we have also constructed terminals and are now constructing a grain elevator in the Harbor of New York so that for a mere normal charge the grain from the Middle West can be elevated and transferred to ocean vessels without any of the delays due to congestion of the burdensome terminal costs of the Port of New York which are so bitterly complained of. The waterway is there and the terminals are there and the elevator will soon be there for the free use of our sister States. The truth is that even after that vast expenditure we ourselves are only just beginning to learn the value of that waterway and how to use it. It is not necessary to wait ten years for the construction of another. It is there now and if only a fraction of the energy now used by the proponents of the St. Lawrence route to prove that the Barge Canal is useless and to discourage the investment of capital in suitable carriers

WOULD FORCE EAST TO PAY FOR DIVERTING ITS TRAFFIC

for its use could be devoted to learning how to use it and to stimulating and encouraging efforts to use it, the relief which the Middle Western States are clamoring for would be found ready at their hands.

Erie Canal Is Adequate

"The one commodity from the Middle West of any amount in tonnage now seeking a water outlet to the sea is grain, a commodity peculiarly suitable for water transportation, and the largest tonnage which any one claims will seek a water route is ten million tons. Every bushel of that grain can be floated on the Barge Canal, and certainly that is more than will ever be carried by a ship canal by the way of Montreal. The exports of cereals of all kinds from all of the Atlantic and Gulf ports last year were only 7,655,160 tons, and long before the St. Lawrence canal can possibly be constructed, the increasing consumption of our own country will require a very large part, if not all of that surplus, and the only grain for export in sight to be carried on such a route ten years hence will be the products of western Canada.

An Audacious Proposal

"The proponents of the project evidently realize that the argument against committing the Federal treasury to it at this time is unanswerable and so the suggestion is now made that it can be financed in another way. That brings to the surface one of the most powerful though unseen forces back of the project. It is suggested that a corporation can be formed to finance the project whose securities can be amortized over a period of years from the sale of water power. If the two governments will turn the water power of the St. Lawrence over to the power interests, very likely they will agree to finance the project and the consumers of that power will pay the price. It is indeed a generous proposition of the Middle Western States that the consumers of power in New York and New England shall pay for the construction of a ship canal to serve the Middle West and to divert shipping from their own ports. An active propaganda is now being conducted through the New England States to persuade them of the benefit to be derived from accessibility to hydro-electric power, but they are not told that they are to be called upon to foot the bill not only for the development of that power, but for the construction of a ship canal, al-

though the promise is held out that fifty years hence, after the cost shall have been amortized—a hundred, not fifty years, will be required—they may get cheap power unless forsooth the Federal Government should then decide to seek a revenue from the use of such power. I am bound to say that the audacity of that proposal is only equalled by the imagination of those who are seeking to convince the country that ocean-going vessels will ever navigate an inland waterway more than 2,000 miles long, with hundreds of miles of restricted channels and locks necessary to overcome an elevation of more than 600 feet. Of course, our friends can indulge their flights of imagination without risk if they can make the power users of New York and New England pay the price.

Revenue from Power

"But let us see for a moment how that looks as a power proposition. I do not suppose that even the altruism exhibited by its proponents will lead them to propose that the cost of deepening the channels and harbors of the Great Lakes shall be borne by the power users of New York and New England. Without counting the cost to private interests to adapt the lake terminals to ocean-going vessels, without counting the cost of harbor improvements that may be borne by localities, I have put the cost to the Federal government at \$50,000,000 to deepen the channels and harbors. According to the best information available that is moderate. We have an expenditure of \$300,000,000 by both governments, and no one in his senses, after reading the report of the engineers, would put the initial cost at less than that, to be financed from 1,400,000 horse-power—more than \$200 per horse-power. And no account has been taken and no estimate made of the great cost of constructing transmission lines the great distances necessary to transmit that power to its only available markets. I do not think that that prospect will look so attractive to the prospective power users of New England when they come to analyze it.

Navigation the By-Product

"Many years ago the Legislature of the State of New York granted to a private company the American power rights in the St. Lawrence, subject, of course to international treaty and the consent of the Federal Government. But that charter was repealed and the courts of

New York held, the United States Supreme Court held, that the bed of the St. Lawrence River on the American side belonged to the State of New York in trust for all of the people of the State and could not thus be alienated. I hope to see the potential power of the St. Lawrence developed for the benefit of the people, but I shall prefer to see it run to waste a few years longer than to turn it over to a private company for either fifty or a hundred years under conditions which will necessarily involve an excessive cost of power.

"If a navigation project is sound upon its merits, and in its execution power is incidentally developed, so much the better. In that case the Federal Government is undoubtedly justified, both morally and in law, in assuming jurisdiction of both, but it is neither sound morally or economically to bolster up an unsound navigation project by a power project especially when the latter thus coupled becomes itself unsound. They speak of the power as a by-product and they propose to make the by-product bear the cost of the enterprise. I should say that under that plan the navigation project becomes the by-product and in my judgment it cannot be justified even as a by-product and I am very certain that its altruistic and imaginative proponents will meet with obstacles which they have not foreseen if they undertake to finance it on that basis.

The Commercial Aspect

"I have considered the matter thus far entirely upon the assumption that it is practicable to realize the dream which has fired the imagination of the Middle West and created the pressure that is to move Congress. They dream of seeing ocean steamers loading or discharging cargo at the lake docks from or destined to all of the ports of the world. Two theoretical experts have been employed to write a book to prove that that is a true vision, not a mirage. Every shipper, every secretary of every board of trade or chamber of commerce in the Middle West can prove that it is practical, but I undertake to say that no practical steamship operator either on the Great Lakes or the sea can be found who will say that it is commercially feasible. The engineers who have made the preliminary report could not have considered it feasible, else why did they recommend only a twenty-five-foot canal as the initial project when for only \$17,000,000 more a thirty-foot canal could be constructed? The fact is that

LAKE VESSELS MORE ECONOMICAL THAN OCEAN SHIPS

no unprejudiced person competent to speak believes that ocean-going vessels will ever navigate such a waterway. A twenty-five-foot channel would accommodate vessels of not more than twenty-three-foot draft. Now, lake vessels with their flat bottoms and special design have a capacity of 14,000 tons with a draft which the present lake channels can accommodate. But ocean-going vessels with their different keels would be limited to a capacity of not more than 4,000 tons by a twenty-five-foot channel, which would afford a draft of only twenty-three feet. There are barges navigating the Barge Canal to-day with half that capacity.

Barges Most Economical

"In 1920 a report by the Board of Army Engineers was submitted to Congress on the feasibility of a ship canal connecting the Great Lakes with the Hudson. They said that it would need to be thirty-foot depth to accommodate ocean-going vessels with a draft of twenty-seven and one-half feet, and such vessels only have a capacity of about 7,000 tons as against the lake freighters' capacity of 14,000 tons with a draft of less than twenty-two feet. They said that a ship canal could be built connecting the Great Lakes and the Hudson, but that it would not be navigated by ocean-going vessels, and they did not believe that it would be navigated even by lake vessels as the barge was the most economical for restricted waterways. They gave the most cogent reasons for their conclusions, and every one of those reasons applies with equal force to the St. Lawrence project. Now, that is the testimony and the judgment of every practical, disinterested man who has studied the subject. If it were intended to build a canal for ocean-going ships the initial project should unquestionably be for a thirty-foot canal capable of being deepened to thirty-five feet, for every one knows that the tendency is toward larger ships, although the theoretical experts who have written the book to which I referred prove the contrary by the number of small ships constructed during the war to meet the submarine peril, hundreds of which are now anchored on the mud flats about Newark and Jamaica bays. Now, the truth is that the leaders of the movement know that it is necessary to throw the glamor of a deep sea canal about the project to give it momentum. Without that even the Middle Western States would lose interest. They know, too,

or at any rate those having practical knowledge know, that it is not commercially feasible for ocean-going vessels to navigate such a stretch of inland waters. The authors of the book, which is a part of the insidious propaganda now being spread over the country, show their knowledge of its impracticability by their desperate effort to prove that the hundreds of miles of restricted waters and the locks necessary for a lift of 600 feet are really negligible and that, after all, the tendency is to build smaller ocean vessels with lighter draft.

Cannot Compete with Lake Vessels

"The engineers who have just reported show that they know it by recommending a twenty-five-foot instead of a thirty-foot channel for the initial project. Congress had asked them to report on twenty-five and thirty feet or they would doubtless have recommended twenty-two feet, the present project depth of the lake channels, thus saving the great expense of deepening those channels and providing for the only craft that any one with sense believes will ever navigate the canal if it is constructed. The reasons for that statement lie right upon the surface and are so conclusive as to be unanswerable. It is not necessary to write a book to prove them and no amount of literature can refute them. I do not refer to the fact that the St. Lawrence outlet to the sea is closed by ice five months in the year, nor to the fact that ice and fog add unusual hazards to navigation during a considerable part of the other seven months, nor even for the moment to the hundreds of miles of restricted channels and the locks which alone make navigation by deep sea vessels impracticable. I refer only to the undoubted fact that deep sea vessels cannot possibly compete with lake vessels on the Great Lakes.

Ocean Ships at Disadvantage

"Lake vessels have three times the capacity of deep sea vessels of corresponding draft. The deep sea vessel has to be built more strongly. It costs under present conditions three times as much per ton of capacity to construct deep sea vessels. That alone puts the ocean carrier out of business on the Great Lakes. But in addition to that the ocean carriers have to have much larger and more expensive crews, practically double, and they cannot discharge and take on cargo with anything like the despatch of the lake freighters especially equipped with their great hatches

for rapid and economical loading and unloading. Now, the difference in cost due to those causes alone would many times offset the cost of transferring cargo. The lake freighter especially designed for the lakes and lake traffic is the most economical for the lakes and the lake rates in the past prove it, but they are unsuited to ocean navigation, and that, too, has been demonstrated by their unsuccessful attempts in the past to navigate the ocean. The ocean-going vessel unsuited to inland waterways must be able to navigate twelve months in the year and must therefore be designed to compete with other ocean-going, not lake, craft.

Facts Are Unanswerable

"Now, those facts are too plain, too unanswerable for men of sense to differ about them. They should arrest the flight of imagination even of our friends of the Middle West. They certainly should arrest the attention of the rest of the country to the criminal foolishness of wasting hundreds of millions of dollars sadly needed for other improvements in the attempt to realize an impossible dream.

"There is another fact not yet perhaps so plainly demonstrated and that is that just as ocean-going vessels are best suited to ocean navigation and lake vessels to lake navigation, so barges are best suited to restricted waterways and each is so much more economical than the other for its own waters as to more than offset the cost of transferring cargo which, with modern machinery is rapidly becoming less and less.

Barge Canal Sufficient.

"The first proposition is a demonstrated fact and so the deep sea canal rainbow vanishes. All the evidence proves the second proposition. Give the Barge Canal an opportunity to demonstrate it, as it surely will if given the chance, and even the Middle West will cease its efforts to bring pressure to bear upon Congress to divert money to construct a waterway through a foreign country when we have need within our own borders for all we can spend.

"Abnormal conditions have given the impetus to the movement back of this project. The Middle West has suffered from those conditions the same as we have all suffered, but the times should admonish us that it is wise first of all to look about us and to utilize to their maximum the means ready at hand."

TO HOLD HEARING ON RAIL RATES

**Interstate Commerce Commission
Announces Broad Inquiry Into
Rates and Fares**

HOPES TO GATHER INFORMATION

**Prepared by the Traffic Bureau of The
Merchants' Association**

The Merchants' Association has received notice from the Interstate Commerce Commission of an investigation to determine whether and to what extent, if any, further general reductions in the rates, fares and charges of carriers in interstate or foreign commerce can lawfully be required by order of the Commission, upon any commodities or descriptions of traffic, and also to determine what will constitute a fair return from and after March 1, 1922, under Section 15a (3) of the Interstate Commerce Act.

Washington, December 14

All railroads, and regulatory Commissions of States have been notified of the inquiry, which will be held in Washington, December 14.

The Commission has acted recently in two litigated proceedings looking to general reductions in rates.

The first was based on complaint by producers of live-stock and confined to rates in the western district. The reductions recommended became effective in September. Various applications for modification or extension of the findings were argued on November 8.

Hay and Grain Rates

The second was an investigation instituted in July into the rates on hay and grain in the western district. Many State Commissions intervened. The findings are reported in 64 I. C. C., 85. An order thereunder, effective December 27, on five days' notice, was served on November 21. Meantime, petitions have been filed by representatives of various interests asking the institution of investigations, more or less general in scope, with a view to effecting reductions in rates on various descriptions of traffic, and the carriers have indicated their intention to effect immediate reduction of 10 per cent in the rates in all districts on designated products of the farm and the ranch.

Seeking Information

All petitions have received careful consideration, but it has seemed to the

Commission that its investigation should not be confined to any particular descriptions of traffic and should be distinct from and without prejudice to proceedings on complaint already filed or hereafter to be filed. The order now issued is intended to elicit whatever information may be lacking as a guide for the Commission in its further action, and is along lines under consideration by the Commission for some time past.

The Association is in receipt of further advice from the Interstate Commerce Commission, under date of November 28, that during the period December 14-21, inclusive, it is expected that the carriers will put in their case and that the hearings will be resumed on January 9, 1922, for the cross-examination of respondents' witnesses; that prior to December 21 a schedule for the hearing on and after January 9, 1922, will be announced. This will be arranged according to commodities, etc., at which time interested parties may be heard.

Members of The Association interested in these proceedings are requested to communicate with the Traffic Bureau.

TRAFFIC THROUGH PANAMA CANAL

**America, Britain, Japan and Norway
Carried the Greater
Part Last Year**

UNITED STATES SHIPS IN LEAD

Ships of four nations carried 89 per cent of the approximately 11,600,000 tons of cargo which moved through the Panama Canal during the fiscal year ended June 30, 1921.

American Vessels Led

American vessels led all others with a total of 5,163,000 tons, establishing a new record by increasing the total tonnage of the previous high year by 615,885.

British ships were second and surpassed even the high mark of 1917, their last banner year. They reached a total of 3,738,250 tons.

Japan and Norway took third and fourth places with 758,600 and 637,880 tons respectively. Norway dropped below its figures for 1918, but Japan soared to new heights, exceeding her last high mark by 32,279 tons.

Result of Competition

These unparalleled increases in commerce moved through the waterway by

the four nations are attributed by Governor J. J. Morrow, of the Panama Canal, in his annual report, to competition so keenly developed that it required use of the quickest routes.

"Almost one-third of the total tonnage handled," the report says, "was so strongly competitive that prompt and complete service may have been the determining factor in the choice of the Panama route. In many of the trades served by the Panama Canal the saving of distance, and hence of time, by the use of the canal is so great that shipping could hardly afford to use any other route."

Other Nations Using Canal

Of the nations which shared in moving the remaining 11 per cent of tonnage the most important were Denmark, Holland, Spain, Sweden, France and Peru, in the order named.

"The most important trade route served by the canal," the report adds, "was that between the east coast of the United States and the west coast of South America. Others of the principal routes were those from the east coast of the United States to the Far East and between the west coast of America and Europe."

Governor Morrow points to the double value of the canal to the United States. In addition to the quick service it gives American ships from coast to coast and in the world trade routes there is, he said, a constantly increasing revenue which comes to the Nation from tolls collected.

IMMIGRANTS IN AGRICULTURE

The foreign countries which contributed the largest numbers to the ranks of the foreign-born white farmers in the United States, as reported for 1920, were Germany, with 140,652; Sweden, with 60,442; Norway, with 51,596; and Canada, with 48,692. It should be noted that this order by no means corresponds to the order in which the various foreign countries have contributed to the total population of the United States. The immigrants from certain countries, notably Italy, Poland, and Ireland, have gone chiefly into pursuits other than agricultural.

"GREATER ELGIN"

"Greater Elgin" is the title of the new monthly publication which is being issued by the Association of Commerce of Elgin, Illinois. The newspaper resembles "Greater New York" in its size and general appearance.

WHERE NEW YORK'S INHABITANTS LIVE

Population of This City Occupies 1,278,341 of the 24,351,676 Homes in the Nation

NEARLY ALL ARE RENT PAYERS

New York City homes, according to the Census Bureau, are distributed as follows: Manhattan, 525,154; Brooklyn, 453,587; The Bronx, 166,260; Queens, 109,559; Richmond, 23,781.

Homes in the United States

Figures announced by the Census Bureau show that the number of homes in the United States is 24,351,676—a home being defined as the dwelling place of a single family. Of this number the city of New York has 1,278,341.

Of the total number of homes in the United States in 1920, 54.4 per cent were rented, 28.2 per cent were owned by occupants and free from encumbrance and 17.5 were owned by occupants and mortgaged. Of the total number of New York homes, 1,105,900 were rented, 33,358 were owned by occupants and free from encumbrance and 123,865 were owned by occupants and mortgaged.

Mortgages Increase

The proportion which the mortgaged homes of the whole United States formed of the total number increased from 14.5 per cent in 1900 and 15 per cent in 1910 to 17.5 per cent in 1920. This increase is based on data as nearly complete as the bureau can obtain.

The proportion of rented homes in the United States increased from 53.9 per cent in 1900 and 54.2 in 1910 to 54.4 per cent in 1920. Nineteen States and the District of Columbia showed a decrease instead of an increase and Mississippi showed no change. Maryland had the largest decrease in the number of rented homes—from 56.1 in 1910 to 50.1 per cent in 1920—while the largest increase was shown in North Dakota—from 24.9 in 1910 to 34.7 in 1920.

Where the Borrowers Are

The proportion of mortgaged homes in the United States increased from 31.3 per cent in 1900 and 32.8 per cent in 1910 to 38.3 in 1920. North Carolina, Mississippi and Vermont showed decreases instead of increases, the largest decrease being in Mississippi—from 27.9 per cent in 1910 to 23.7 per cent in 1920. The largest increase was in New

Mexico—from 5.6 per cent in 1910 to 17.5 per cent in 1920.

Nearly 2,500,000 Homes in State

In the state of New York, the total number of homes in 1920 was 2,441,068. Of this number 738,738 were owned and 1,670,088 were rented. Of the owned homes, 342,452 were unencumbered, 381,776 were mortgaged, and 14,510 were rented without information on this point.

CONVENTION CHANGES

Amendments Made in the List of Events to Be Held in This City in December

The Convention Bureau of The Merchants' Association announces the following changes in, and additions to the list of December conventions published in last week's issue of "Greater New York:"

New York State Wholesale Bakers' Association—December 6-7.

United Order of True Sisters (listed December 6-8) changed to December 5-7.

Cotton Dress Manufacturers—December 8.

Compressed Air Society—December 8. International Association of Garment Manufacturers—December 7-8 (listed December 8-9).

Hydraulic Society—December 9.

Linseed Association—December 14 (listed December 8).

Society of Directors of Physical Education in Colleges—December 18 (date fixed).

Shoe Polish Manufacturers' Association of America—December 20-21 (date fixed).

Scholl Manufacturing Company, Sales Convention (listed as School Manufacturing Company)—December 27-31.

League for Industrial Democracy—December 29 (date fixed).

OCTOBER FOREIGN TRADE

The value of merchandise exported from the United States in October was \$346,000,000 against \$325,713,702 in September and \$751,211,370 in October of last year. The imports were \$183,000,000 against \$179,292,145 in September and \$333,195,758 in October, 1920.

VALUE OF CENTRAL PARK

Central Park, for which the City paid \$5,000,000 sixty-eight years ago, is now worth \$45,000,000.

MILAN WILL HOLD PUBLICITY SHOW

Exhibition of Advertising Will Accompany the Annual Sample Fair Next Spring

MANUFACTURERS ARE INVITED

An Exhibition of Publicity which will display business posters, catalogues, folders, pamphlets, magazine "ads," etc., of business firms, is to be held at Milan, Italy, next spring, in connection with the Annual International Sample Fair.

Will Show Advertisements

The Fair will exhibit advertising material of American merchants and American manufacturers, including all forms, large or small, which are circulated to advertise products, or to give information to customers or prospective buyers in the United States.

Italian Chamber in Charge

The Italian Chamber of Commerce in New York has been asked by the Chamber of Commerce and Industry of Milan to take charge of assembling and transmitting exhibits of the above mentioned character for display at the Exhibition of Publicity.

Where to Get Information

Members of The Merchants' Association who desire further information with regard to the Exhibition, or who wish to have copies of their advertising and display material on exhibition in Milan, should get in touch with Mr. L. J. Scaramelli, President of the Italian Chamber of Commerce in New York, 99 Hudson Street, New York City, who will be glad to furnish all necessary information, instructions and assistance.

COAST LINES AND POPULATION

The United States has 40,206 nautical miles of coast as compared to 50,938 for the British Empire, and 21,948 for Japan. On the basis of their existing and projected naval fleets, each country would have per mile of coast line as follows: United States, fifty tons; British Empire, forty tons, and Japan, sixty-one.

Population might also be considered, and the figures are: United States, 118,832,000, including insular possessions; British Empire, 469,432,000 on the same basis, and Japan, 78,001,000.

The density of the population of the three is: United States, thirty-one persons per square mile; British Empire, thirty-seven persons, and Japan 299.

CAMPAIGN ON FOR HOSPITAL FUND

Donations Being Collected to Pay Cost of Free Treatment in Fifty-seven Institutions

ABOUT \$1,000,000 IS REQUIRED

The forty-second annual campaign for replenishing the United Hospital Fund is now in progress. The object of this campaign is to raise \$1,000,000 for distribution among fifty-seven leading hospitals in the City by a Committee consisting of the Mayor, the President of the Chamber of Commerce, the President of The Merchants' Association, Mr. Otto T. Bannard, Mr. Arthur Curtiss James, Mr. Edwin P. Maynard and Mr. James Poyer.

Provides for Free Patients

The money will be used by the hospitals to meet the expense of caring for free patients regardless of race, color or creed. The apportionment is made upon the basis of the number of free treatments given in each hospital last year.

The Fund insists upon high standards of administration and accounts in the hospitals, complete statistics of work and finance and acceptance of free hospital cases. The Fund also promotes the development of dispensaries.

In raising the money needed, no paid collectors are employed, no street or subway collections are made, no mass meetings are held, no quotas are fixed, no badges or buttons are given to contributors and, in short, all the usual concomitants of drives are absent.

Canvass Made by Workers

Each of the fifty-seven hospitals participating in the Fund is represented by a chairman and a committee of ten or more volunteer workers. The total number of workers exceeds 700 and each worker is provided with the names of ten or more persons whose standing in the community warrants the assumption that they will welcome the opportunity to contribute. The workers personally call upon each of these prospective contributors.

Mr. William Fellowes Morgan, President of The Merchants' Association, is Chairman of the Executive Committee of the Fund which is in charge of the campaign. He points out that many persons who are in a position to contribute will not be reached by the work-

ers. Mr. Alfred H. Wiggins, 57 Broadway, is Treasurer of the Fund, and contributions are sent directly to him when not given to workers.

Mr. James H. Post is Chairman of the Special Brooklyn Committee, and Mr. Edwin P. Maynard, 177 Montague Street, is its Treasurer. This Committee is working independently of the General Committee.

Deficits in Most Hospitals

"The majority of the hospitals are facing deficits caused largely by the burden of giving free treatment to the sick and injured," said Mr. Morgan. "The hospitals must be aided by the public if they are to continue their splendid work."

"The record of the United Hospitals in the last year includes 34,324 free patients, 25,325 public charges, 79,858 paying ward patients, 49,015 private patients, 628,732 dispensary cases and 42,084 ambulance calls. Those figures include accidents, diseases, surgical operations and maternity and general treatment. Only 52 per cent of the services was paid for. The rest was given free. Such service will be given free in the coming year, but that free service must be paid for by the public."

Health Is of General Concern

"There is no such thing as sanitary isolation; the public of the entire City is concerned with the health of every part. No man knows but what he may be the next to need the services of a hospital. Every man knows that no matter where or when he should be stricken any of our great hospitals will give to him every aid within its power."

The report of the Executive Committee shows that the United Hospitals' deficits amount to \$1,070,304, after using up all their income from earnings, endowments and contributions. The fifty-seven institutions represent an investment of \$50,000,000 for buildings and equipment. It costs fifteen million annually to run them, of which \$11,000,000 comes from earnings and endowment, leaving \$4,000,000 to be raised by contribution:

LARGEST BUSINESS IN THE WORLD

The United States Post Office Department conducts the largest business in the world, employing 325,000 men and women, or one out of each 308 of the country's population.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

THIS FUND SEEMS TO BE A MYTH

Collectors for Hospital Death and Sick Beds Prove to Be Exceedingly Elusive

CHARITY BUREAU SEEKS THEM

Prepared by the Bureau of Advice and Information of the Charity Organization Society

What's in a name? To ponder the following gives rise to a series of impressions and somewhat confused deductions:

"INDEPENDENT HOSPITAL DEATH AND SICK BEDS FUND ASSOCIATION OF NEW YORK AND BROOKLYN."

Representatives of this Association are calling upon business men and requesting them to purchase tickets for a dance, the proceeds of which are to go to this fund.

Cannot Be Found

However, a persistent effort to locate the Association or any responsible person connected with it avail nothing. A visit to the address most commonly given revealed a series of trades, including a grocery store, a butcher shop, a stained glass window establishment and a saloon, but nothing that resembled a hospital and no one who could be found in the neighborhood had ever heard of the "Independent Hospital Death and Sick Beds Fund Association of New York and Brooklyn." Letters addressed to the Association bring no replies and telephone numbers prove false. Persons canvassed have requested the solicitor to call at the Bureau of Advice and Information, but the solicitors have not called.

The Bureau of Advice and Information requests that any member of The Merchants' Association who is appealed to for the Fund call up the Bureau at once and while the solicitor is still at hand report any information available. Phone Gramercy 4066.

ATTENDANCE AT SCHOOL

For the seven-thirteen age group the largest proportion of school attendance, 96.1 per cent, is that for Massachusetts, and the smallest, 75.9 per cent, for Louisiana. In seven States—Massachusetts, Rhode Island, Ohio, Iowa, Delaware, Idaho, and Utah—the proportion was 95 per cent or more.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, DECEMBER 12, 1921

No. 45

Authority Plans Great Development of Port

Comprehensive Scheme for Linking All Parts of the Port of New York with the Railroads by Means of Tunnels and Belt Lines Is Proposed—Chairman Outerbridge Lays the Recommendations Before the Advisory Council—Would Modernize the Port's Facilities

In a preliminary report to the Advisory Council of the Port of New York Authority, Mr. Eugenius H. Outerbridge, Chairman of the Port of New York Authority, outlined a comprehensive plan for the development of the Port of New York.

Representations on the Council

The representatives of The Merchants' Association upon the Advisory Council are:

Mr. William Fellowes Morgan, President of The Merchants' Association.

Mr. H. B. Walker, President of the Old Dominion Steamship Line, Chairman Committee on Harbor, Docks and Terminals.

Colonel F. A. Molitor, Consulting Engineer, Chairman Committee on City Traffic.

Mr. Frank A. Horne, President of the Merchants' Refrigerating Company.

The Council, which includes 300 members, will meet tonight to act upon the plan before its presentation to the Legislature.

Chairman Outerbridge's Plan

In sketching the comprehensive plan which has been formulated by the Port of New York Authority, Chairman Outerbridge said:

"You have been called here today as the conferees and advisors of the organizations and interests which you represent and of the Port Authority, to have presented to you, as the first of the

groups to receive it, the conclusions which the Port Authority has reached in reference to the comprehensive plan

MR. EUGENIUS H. OUTERBRIDGE



Chairman of the Port of New York Authority

for the future development of the whole port, as the result of the seven months' intensive work that has been done by the Port Authority in conference with a great many interests in reviewing the work of the previous Bi-State Commission and in accordance with the direction of the law constituting the Port of New York Authority.

"No other port in the world has ever presented problems of such magnitude and complexity, and so there were no precedents comparable with this problem in all its aspects.

A Complex Problem

"The shore lines of the Port of New York are not less than 800 miles and that means that to merely coast along those shores in a ten-knot vessel for ten hours of daylight each day would take eight days, or the average time of a fast passenger steamer crossing the Atlantic.

"To merely pass through these waters by the most direct routes and viewing the shores only from each side without retracing steps requires the daylight hours of two whole days and that only gives time for a superficial view and not for study.

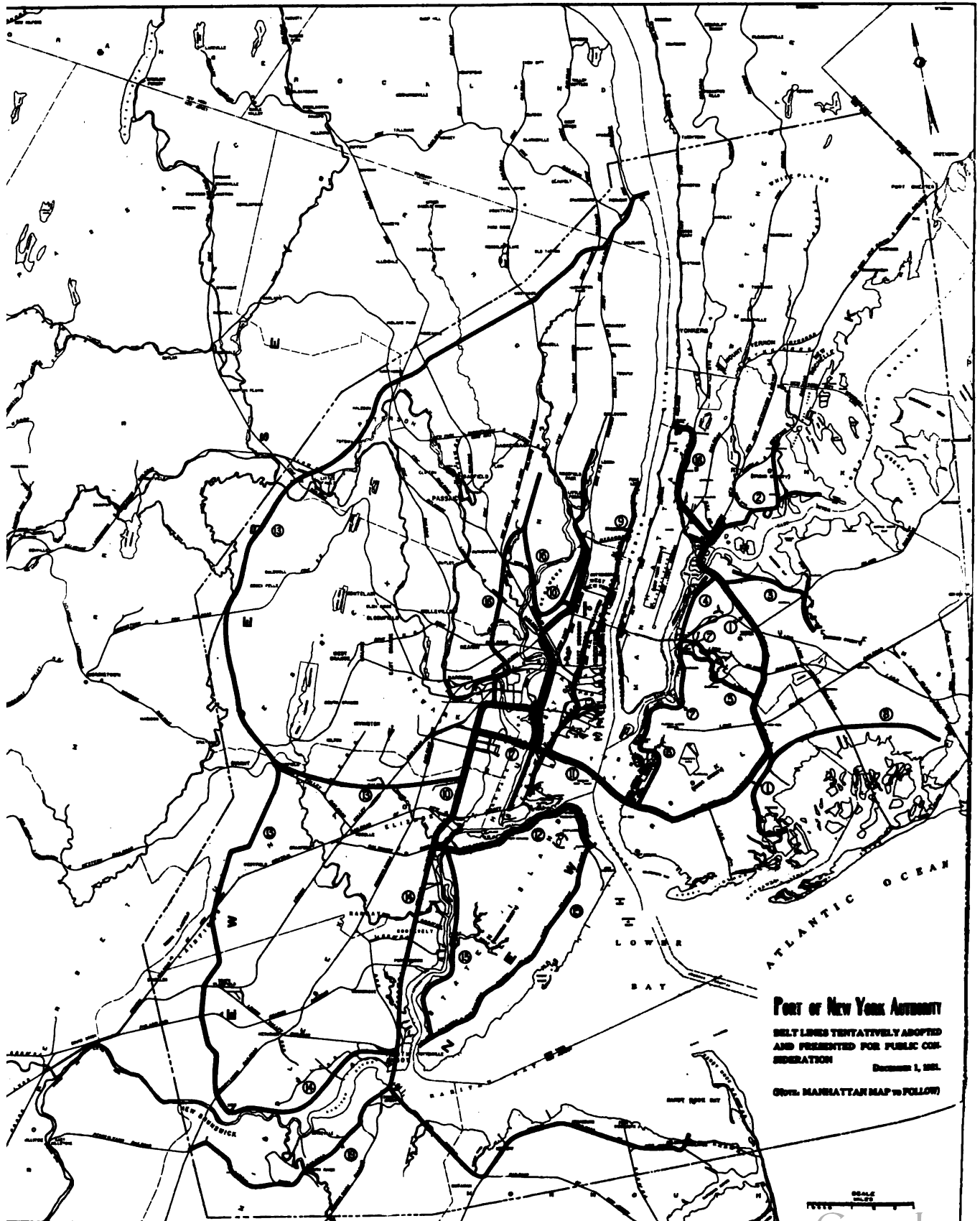
"The first essential was a correct and complete analysis of existing conditions. That was given to us in the report of the previous Bi-State Commission.

"With that foundation established, the Port Authority then proceeded in conjunction with the various conferees and in many prolonged conferences, to similarly review and study the plans suggested for prompt relief and to promote the future development and growth of the business of the Port.

Principles Underlying Development

"It had already become clear that certain underlying fundamental conditions precedent could alone provide a proper

MAP ILLUSTRATING THE PLAN OF THE PORT AUTHORITY



MR. OUTERBRIDGE EXPLAINS BASIS OF IMPROVEMENT

solution of the problem and that any physical plans must comply with and be governed by those principles.

"Enumerated they are—

"First—That terminal operations within the port district must be unified and under one administration;

"Second—That there should be consolidation of shipments at proper classification points so as to eliminate duplication of effort, inefficient loading of equipment and realize reduction in expenses;

"Third—That there must be the most direct routing of all commodities so as to avoid centers of congestion, conflicting currents and long truck-hauls;

"Fourth—That all terminal stations should be Union stations;

"Fifth—That the process of coordinating facilities should so far as practicable adapt existing facilities as integral parts of the new system so as to avoid needless destruction of existing capital investment and reduce so far as may be possible the requirements for new capital;

"Sixth—That all railroads must be brought to all parts of the port and wherever practicable without cars breaking bulk, and that this necessitates tunnel connection between New Jersey and Long Island;

"Seventh—That there must be urged upon the Federal Authorities improvement of channels so as to give access for that type of water-borne commerce adapted to the various forms of development which the respective shore-fronts and adjacent lands of the port would best lend themselves to;

"Eighth—Highways for motor truck traffic must be laid out so as to permit the most efficient inter-relation between terminals, pier and industrial establishments not equipped with railroad sidings and for the distribution and collection of building materials and many other commodities which must be handled by trucks.

Must Consider Whole Port

"The question of proper belt lines to permit of the unification and consolidation of terminal operations is perhaps the keystone to the arch of the structure which we call a comprehensive plan for the future development of the Port. In creating such an arch if the keystone is not in the proper place the whole construction will be defective, and if the structure is not designed in the best way for the service it is to perform,

manifestly the best results cannot be looked for.

"There are, therefore, two main factors to be considered, the purely physical factor and the service factor. There is still a third factor which must not be overlooked, and that is that we have to consider the interests of the whole Port as well as the relations of each part. There must be a physical connection between the west and the east sides of the Port. In crossing the boundary line between the two States it must be so located that the consent of New Jersey municipalities will be readily secured for the necessary rights of way and so that the assent of the State of New Jersey to the crossing may likewise be obtained, and this will be most readily obtainable through the adoption of the comprehensive plan. The keystone of the arch in the plan now presented to you is the middle belt line in New Jersey, identified by the number 10 on the map.

"The chief reasons for this are:

"(a) That in that location can be made the shortest connecting link between all of the railroads terminating on the west side of the Port;

"(b) That it lies adjacent to and easterly of the existing break-up and classification yards of each of those railroads, with which it can be readily connected;

"(c) That the cars from trains broken up and classified in those yards will then continue to move to this shortest connecting belt line by the shortest and most direct route and in the right direction;

"(d) Conversely, that the same principle applies to west-bound movements.

The Middle Belt Line

"This is a middle belt line extending from a connection with the Baltimore and Ohio Railroad north along the Central Railroad of New Jersey, crossing Newark Bay by the bridge of the Pennsylvania and Lehigh Valley Railroads, thence northward on the west side of Bergen Hills, generally east of the break-up yards of the New Jersey railroads, to a connection with the West Shore Railroad in the vicinity of Bellman's Yard, together with the Newark and Elizabeth Branch of the Central Railroad of New Jersey from Port Newark northward to Newark Transfer, thence eastward across the Newark and New York bridge of the Central Railroad of New Jersey to a connection with the above route.

"This keystone of the arch is marked in somewhat heavier lines than the others indicated. It is from this line that a connection is made to the essential tunnel from Greenville to Bay Ridge indicated by the number 11 on the map, by which means all of the railroads terminating on the west side of the Port shall be brought to the easterly side of the Port for direct delivery in standard cars without breaking bulk of all freight destined for Long Island, The Bronx and New England points. And it is by means of this same belt that at appropriate locations there can be established suitable facilities for the consolidation of the car float and lighterage movement that must continue.

The Belt Lines Suggested

"The line indicated upon the map by the Number 1 is a middle belt line on Long Island, following the general route of the New York Connecting Railroad and that portion of the Long Island Railroad which connects the New Haven system with Bay Ridge and with the Tunnel No. 11 already referred to, thereby furnishing the direct through service in standard freight cars without breaking bulk to Long Island, Bronx and New England points, with spurs to waterfront belt lines on those portions of the Long Island shore front lying within the Port district.

"No. 2 is a marginal railroad extending from the New York Connecting Railroad eastward along the north shore of the East River to Throgg's Neck, together with a connection from it northward along the west side of Westchester Creek to the Westchester Yard of the New Haven Railroad.

"No. 3 is a marginal railroad extending from the New York Connecting Railroad in Astoria to Flushing Creek, together with an extension up Flushing Creek to a point above Strong's Causeway.

East River Connecting Road

"No. 4 is a marginal railroad from the New York Connecting Railroad in Astoria extending down the shore of the East River to a connection with the Long Island Railroad to Hunter's Point.

"No. 5 is a marginal railroad extending from a connection with the Long Island Railroad through Bushwick, down the south side of Newtown Creek to the East River, and southward along the east side of the East River to Wallabout.

"No. 6 is a marginal railroad extending from Wallabout southward along

NINETEEN RAIL LINES TO KNIT THE PORT TOGETHER

the waterfront to Bay Ridge, covering the territory of the Jay Street Terminal, New York Docks, and Bush Terminal.

"No. 7 is a connection between the marginal railroad between Astoria and Hunter's Point, shown on the map as No. 4, and the marginal railroad along Newtown Creek and the East River, shown on the map as No. 5, and also the connection between the marginal railroad from No. 5 and the marginal railroad running from Wallabout southerly to Bay Ridge, shown on the map as No. 6.

On Jamaica Bay

"No. 8 is a marginal railroad skirting Jamaica Bay on the northerly and westerly sides, connecting with the Long Island Railroad south of East New York, and extending on the east to a connection with the existing lines of the Long Island Railroad.

"No. 9 is a marginal railroad extending along the Jersey shore of the Hudson River from Fort Lee to Bayonne, being the consolidation of four existing waterfront lines.

"No. 12 is a belt line railroad on Staten Island connected with the Stapleton piers and extending westward along the route of the North Shore Line of the Baltimore and Ohio Railroad, across the Arthur Kill to a connection with the middle belt line at the junction of the Baltimore and Ohio Railroad and the Central Railroad of New Jersey. This belt line can be connected with the tunnel under the Narrows directed by existing legislation to be built by the City of New York.

Outer Belt Line

"No. 13 is an outer belt line railroad extending from Piermont on the Hudson River to some point near Summit, and then extending southerly along a practical route approximately paralleling the westerly limits of the Port District to some point near New Brunswick, and also a branch from this line from a point near Summit easterly to a connection with the middle belt line west of Newark Bay.

"No. 14 is a marginal railroad extending from a point on the outer belt line railroad near New Brunswick down the Raritan River to Perth Amboy, thence northerly and approximately parallel to the Arthur Kill to a connection with the middle belt line near the Baltimore and Ohio Railroad.

"No 15 is a marginal railroad on Staten Island along the easterly side of the

Arthur Kill from the Baltimore and Ohio Railroad to Tottenville, and from Tottenville along the southwesterly shore of Staten Island to Stapleton, to a connection with belt line No. 12 near Stapleton.

Along the Passaic

"No. 16 is a marginal railroad extending from the Central Railroad of New Jersey west of the Passaic River in Newark, northerly through the Kearney and Hackensack Meadows to a point near Hackensack, and a branch crossing the Hackensack River and traversing the Secaucus Meadows northerly to a point near Ridgefield Park. The portion crossing the Pennsylvania Railroad and the D. L. and W. Railroad main line passenger lines to be built as and when justified. These lines to be connected with existing railroads where feasible and to the middle belt line railroad.

"No. 17 is a marginal railroad along the easterly side of the Hackensack River and Newark Bay from the D. L. and W. Railroad down to Bayonne, with the necessary connections to the middle belt line.

Harlem River Belt Line

"No. 18 is a belt line railroad extending from a connection with the New York Central at Spuyten Duyvil, running easterly and southerly generally along the Harlem River to a connection with the New York, New Haven and Hartford Railroad and with the New York Connecting Railroad and middle belt line No. 1.

"No. 19 is a marginal railroad extending from Perth Amboy southerly across the Raritan River, one branch extending southeasterly along the Central Railroad of New Jersey to Atlantic Highlands, another branch extending southerly from South Amboy generally along the line of the Raritan River Railroad, to connect with the Pennsylvania Railroad south of New Brunswick.

Plan Conforms to Principles

"It will be seen from this map and from these accompanying descriptions that the plan conforms to the fundamental principles previously enumerated, to permit of unification of railroad service, to bring all railroads to all parts of the Port (excepting only Manhattan Island), to promote industrial development, and to establish the most direct distribution of freight to its respective destinations and the most direct and

economic intercommunication between rail and water-borne commerce.

Service to Manhattan

"Manhattan service presented more involved problems and conditions peculiar to itself. It involved also questions of public policy affecting both New York and New Jersey, in relation to the respective waterfronts on the Hudson River. At present a large majority of the west water front of the Hudson River is occupied by terminal and float bridge yards of the New Jersey Railroads, and a large part of the easterly side by the pier stations to which their floating equipment is brought for discharging and loading east and west-bound freight.

"Operations as at present conducted bring to Manhattan quantities of freight not intended for consumption or use on the Island of Manhattan, thereby involving unnecessary congestion and long truck hauls. Similarly, large quantities of freight not originating in Manhattan are at present trucked to the receiving stations on Manhattan, intensifying those conditions.

Effect of the Plan

"It is very difficult to determine and no one can safely forecast exactly what effect the diversion by more direct means of communication as outlined on this plan will have upon the tonnage remaining to be handled to and from Manhattan. The ideal solution would be to have only that which is necessary for consumption in or for shipment from Manhattan itself handled on the Island of Manhattan, and this ideal has been kept in view in a study of the general comprehensive plan. Manhattan must continue to be supplied with all those things necessary to the support of the people and the maintenance of its business and home life, and until other and better means than now exist are provided the waterfronts of the Hudson River on both shores unavoidably would be compelled to furnish space for the needed rail terminals.

To Free the Waterfront for Shipping

"Public policy, however, as well as sound economics, prescribe that the waterfront should be free for its natural and more normal uses by shipping. Highly specialized industries and services are located there, such as the refrigerated perishable products, including meat, fruits, vegetables, milk, dairy and

AUTOMATIC DISTRIBUTION SYSTEM FOR MANHATTAN

egg products, and there are the strongest reasons why these products should reach the warehouses furnished with cold storage without breaking bulk from the refrigerator car.

"Custom in some cases for almost a hundred years has centralized certain of these industries at points of concentration to which the trades have become so accustomed they cannot immediately be altered, even to readjust themselves to a more economic situation, without disorganization and without destruction of much invested capital. Many more projects have been submitted to and examined by the Commission relating to the solution of the Manhattan problem than of all the rest of the Port combined.

"The Port Authority decided that any plan for Manhattan which did not free the Hudson River waterfront for shipping would be inconsistent with the best public policy and uneconomic. This section has been and will continue increasingly to be in demand as the berthing place of the fast passenger liners plying to all parts of the world and for such coastwise shipping as brings perishable food products for the markets of Manhattan. The available space is none too large to be allocated solely as time goes on for these specific purposes.

"On the other hand, the opposite shore front on the New Jersey side which can be furnished with immediate rail head connection for standard freight cars without breaking bulk offers facilities for heavy cargo loadings direct from rail to ship, which is impracticable on the corresponding opposite shore front of Manhattan. Therefore, impelling reasons require any method devised for the service of local Manhattan freight should free these waterfronts for those respective purposes.

New Tunnel Proposed

"The Commissioners unanimously decided that the point of classification and dispatch of Manhattan freight from New Jersey should be west of the water front, and that necessarily means that its starting point should be west of the Bergen Hills. It has unanimously decided that the terminal stations on Manhattan island should be inland from the waterfront for the purposes of freeing that for steamship business, with access to the piers unimpeded by rail traffic destined for consumption on Manhattan and

for freight originating in Manhattan for rail shipment via the New Jersey roads.

Connection by Tunnel

"The Commission has given the most exhaustive study to whether the transportation of freight between New Jersey and Manhattan should be on the water, above the water, or by tunnel under the water. This question had to be considered coincidentally with the method of distribution to be devised after it reached Manhattan, and has unanimously decided that the connection should be by tunnel.

"The Commission has found that the amount of space that would be required on Manhattan Island to handle the number of standard freight cars that would have to be brought daily to and taken from the Island to accommodate even the present tonnages, would require so much land for tracks, yards, switching facilities, and supporting warehouse terminals, that it is economically impracticable to provide for the needs of the future by any system that has been presented or that could be devised, which entailed the operation of an all standard car freight service for inbound and outbound freight on this island without breaking bulk. The problem of west-bound loadings to destination, of room to make the necessary set-ups and load and dispatch cars within the necessary time, cannot be solved except at an expense which would put an excessive burden upon the commerce instead of reducing that now existing.

Favor Automatic Electric System

"The Commission has, therefore, found that the automatic electric system suggested by the former Bi-State Commission, with some important modifications, furnishes the best solution to meet all the complexities which exist and have developed in the discussions which have been held, and which seems to be the only one so far that will stand the acid test of economic proof. While this is a novel system, considered on so large a scale, it does not involve new or unsolved problems, either in construction or operation. Similar equipment and operations, though on a smaller scale, have been practically tested over a period of several years in England, and the Post Office Department, as the result of those practical tests, is now installing a high-speed underground automatic electric system for the distribution of its mail. The system proposed here is on a much larger scale, but the

principles have been established by experience, and its feasibility has been confirmed by the most expert advisers in all its features.

The Bi-State System

"It is true, as previously stated, that the carrying out of the comprehensive plan for sending direct to other points freight intended for them will have an as yet undetermined effect upon the freight destined to Manhattan alone, and it is also true that the installation of a complete new system such as the automatic electric will require radical changes in some existing customs of trade and methods of railway operation. Some of these factors are indeterminate at the moment by any exact science. It is considered, therefore, that the execution of the plan must be a process of evolution rather than one of revolution. Such a system would take several years to design, build and equip. Immediate relief in some degree must be provided. This automatic electric system as designed by the Bi-State Commission is fully described in Chapter 14 of the Bi-State Commission's report. I will not attempt to repeat it here, further than to say that it is designed for standard-gauge tracks and for a cross section of tunnels and underground work of size, curvatures and grades to admit of standard freight cars being operated in it.

Manhattan Terminals

"As approved by the Port Authority, the terminals must be so constructed and the operations so arranged that those commodities requiring shipment in refrigerator cars can be brought without breaking bulk to the terminals in Manhattan. This has been determined to be feasible. The locations of the terminals suggested by the previous commission were made after an exhaustive study of the pick-ups and deliveries from existing pier stations and with the view of zoning the Island so as to equalize, so far as practicable, the pick-ups and deliveries within each zone, and thus to shorten truck hauls, eliminating converging and conflicting truck routes, and to lessen congestion upon the streets. But they were tentative, and the system permits of such flexibility that their exact locations can be altered if upon further study the diversion of freight destined to other parts of the port from Manhattan should make alterations in the locations of the Manhattan terminals desirable.

"It would take several years to de-

COMPREHENSIVE PLAN FOR PORT IMPROVEMENT

sign, construct and install the complete system. In the meantime, prompt relief can be provided by consolidation of car floats and lighterage service at appropriate points on the opposite side of the river, by improved unification of truck services, and by the establishment on Manhattan of inland union terminals serving such consolidated and unified floating and truck operations, the inland terminals to be so designed and placed as to be the terminals of the automatic electric system when built and installed. Thus prompt relief can be obtained as part of the evolutionary process of bringing about the ultimate completion of the whole, and this can be done without abruptly disorganizing the industries and services upon which the City necessarily depends and without the destruction of large invested capital."

INCOME FIGURES

The main findings of a study of United States incomes made by the National Bureau of Economic Research, including the equivalent value of per capita income in terms of the 1913 purchasing power, are exhibited in this table:

Year	Total National Income (Billions)	Per Capita Income in Dollars	Per Capita Income in "1913 Dollars"
1909	\$28.8	\$319	\$333
1910	31.4	340	349
1911	31.2	333	338
1912	33.0	346	348
1913	34.4	354	354
1914	33.2	358	333
1915	36.0	365	350
1916	45.4	446	400
1917	53.9	523	396
1918	61.0	586	372

One per cent of income receivers in the United States had 14 per cent of the national income, or \$8,540,000,000, in 1918, according to the report. That is, one of every 100 had incomes of \$8,000 or more. Five per cent representing incomes above \$3,200, had 26 per cent of the total. Ten per cent, including incomes above \$2,300, had nearly 35 per cent. Those having incomes above \$1,750 had 47 per cent. Eighty per cent of those receiving incomes below \$1,750 had about 53 per cent of the total income.

MOTOR KILLINGS IN STATES

The death rate from motor vehicle accidents last year was highest in California, amounting to 21.1 per cent for each 100,000 population. Connecticut, with a rate of 15.6 ranked second, and New York and Washington, with rates of 13.5, tied for third place.

NOVEMBER WORK IN FOREIGN TRADE

Pertinent Suggestions for Administrative Features of the New Tariff Bill Are Offered

NINETY-FIVE QUERIES HANDLED

Many inquiries are being sent to The Merchants' Association with regard to the Fordney Tariff bill now pending in Congress. In reply to a considerable number of these inquiries, The Association is compelled to restate its established principle of taking no action with regard to rates of duty. It is able, however, to supply facts as to proposed rates and other features of the pending bill.

Objectionable Provision Revived

One section of the bill would revive a provision which The Merchants' Association opposed four years ago. This provision is that bonds filed in connection with the payment of import duties shall be canceled only when the principal shall pay to the Collector, when demanded, all duties and charges found legally due and not paid on the final liquidation of said entry. This language covers every charge arising in connection with the importation.

The bill also provides that American merchandise shipped abroad and returned to this country without having entered the commerce of a foreign country shall be admitted to the United States duty-free only if the merchandise is returned to the exporter or to his authorized agent. The question has been raised by some members of The Merchants' Association that this provision would hamper American foreign trade. Under the existing law, American merchandise of this character may be returned to any consignee in the United States without the payment of duty.

Definition of "Colored"

The attention of The Association has also been called by some of its members to the need for a more satisfactory definition of the word "colored" in connection with imported fabrics. It appears that under the existing law the word is so interpreted as to include fabrics having fugitive colors under the heading of "colored" for the purpose of the assessment of duty. It is the opinion of certain textile firms that since fugitive colors are utilized only as aids in the process of weaving and inevitably dis-

appear in the finished product, the duty should be assessed on the basis of "un-colored" instead of "colored" textiles. As this matter is a question of classification and is closely allied to rates, it is not possible for The Merchants' Association to take any position with regard to it.

Inquiries Answered

The Merchants' Association during November, answered, through its Foreign Trade Bureau, ninety-five inquiries relating to the purchase or sale of merchandise in the United States. These inquiries covered 289 commodities and the names of 4,339 American houses were suggested to the inquirers.

NEW CONVENTIONS

Events Secured During November by the Convention Bureau

During the month of November the Convention Bureau of The Merchants' Association secured the following conventions for New York City:

Hydraulic Society—December, 1921.
Compressed Air Society—December, 1921.

New York State Wholesale Bakers' Association—December, 1921.

State Supervisors and Teacher Trainers in the North Atlantic Region—December, 1921.

American Bankers Association, Trust Company Section—February, 1922.

American Jewish Historical Society—February, 1922.

Cost Association of the Paper Industry—April, 1922.

Morris Plan Bankers' Association—October, 1922.

New York State League of Nursing Education—October, 1922.

New York State Nurses' Association—October, 1922.

New York State Public Health Nurses' Association—October, 1922.

Amateur Athletic Union of the United States—November, 1922.

Gamma Eta Gamma—May, 1923.

Convention Changes

The Convention Bureau of The Merchants' Association announces the following changes in and additions to the list of December conventions recently published in "Greater New York":

Arbuckle Brothers Sales Convention—December 29-30.

Intercollegiate Boxing Association (date fixed) December 28.

Fabric Glove Manufacturers' Association of the United States—listed December 12, not to hold meeting.

LICENSE COMMISSIONER AFTER CRIMINAL CHAUFFEURS

In Response to the Inquiry of The Merchants' Association, Commissioner Gilchrist Explains Procedure of Granting Licenses for Taxicabs After State Has Licensed Drivers

The Merchants' Association has received from the Hon. John F. Gilchrist, Commissioner of Licenses, a reply to its inquiries with regard to the official procedure for granting City licenses for taxicabs. The inquiries were made with a view of disclosing how it happens that criminals can get licenses.

Commissioner Gilchrist's Reply

Commissioner Gilchrist's reply, addressed to President William Fellowes Morgan, reads as follows:

"Receipt is acknowledged of your letter dated November 28, 1921, containing resolutions adopted by the Board of Directors of your Association on October 13, 1921, in relation to taxicab drivers' licenses.

"About the time of the adoption of these resolutions I sent a letter to the Meyer Committee on this subject, based probably on the same published reports which were responsible for the action of your Association. This letter dealt with the situation as it was then described in the newspapers, and I think it is an appropriate answer to the statements contained in your resolutions and the accompanying comments.

"The letter read as follows:

October 15, 1921.

Hon. Schuyler M. Meyer, Chairman, Legislative Investigating Committee, 38 Park Row, New York.

Dear Sir: Several days ago you examined witnesses with reference to taxicab licenses, and the articles published in some of the newspapers gave an entirely erroneous and unjust impression.

I was away from the office, because of the death of my father, at the time, and was unable to attend the session at which this testimony was adduced. I appreciate, however, the compliment paid me by your counsel when he praised me for my administration of the License Department.

Instead of reflecting on the Department, as some of the newspapers did in reporting the testimony given before your committee, they should have lauded the Department highly because of the fact that until I caused the finger-printing of all applicants for hack licenses in September, 1919, there was no knowledge whatever in the Department as to the criminal record of many of them. The finger-printing showed that 821 of about 10,000 licensees had been convicted of some criminal offense, and that of new applicants 193 had been convicted.

Following this discovery, which had not been made by any previous administration of the License Department, I made inquiry of the District Attorneys of the five counties comprised in Greater New York, and asked them what attitude I should take toward these unfortunate persons, most of whom had been granted licenses prior to my incumbency as Commissioner. I also consulted the judges of the Court of General Sessions, and other judges in New York City, and as a result of these conferences I decided not to issue licenses to applicants who had been convicted of or who pleaded guilty to a felony. I issued such an order to the head of the Division of Licensed Vehicles, Mr. Drennen, and he promptly took

up all licenses in the hands of such licensees who could be reached in any way.

When your examiner testified that there were 22 licensees still outstanding in the names of persons who had been convicted of felonies, he did not explain that these licensees had not yet been found by the head of my Division of Licensed Vehicles, and that the latter had made diligent search for them. Sometimes it is very difficult to locate licensees. They may have died, or gone to some other city, or gone out of business without the Department of Licenses knowing anything about it. It is even possible that some of these 22 licensees are in the hands of persons other than those to whom they were issued. Until the licensee reports for a renewal of his license, or until he is "picked up" by the police, or by some of our inspectors, of whom we have all too few, we are unable to locate him to retake the license.

When you consider that there are 17,887 hack drivers' licenses outstanding, and that of these only 22 are in the names of men who were convicted felons, and when you realize that the first result of my finger-printing in 1919 showed 243 licensees in the hands of felons, and that 79 applicants for new licenses had felon records, and this total of 322 has been reduced to 22, you must, in all fairness, say that the administration of the Department of Licenses under Mayor Hylan has been the most efficient, painstaking and conscientious that the City of New York has had. I say this at the risk of being criticized for self-laudation. The men in my Department and the Mayor are entitled to the credit that goes with efficient administration, because, after all, a public employee or official who tries to do his duty, and does it successfully, should be encouraged and praised.

I hope that you will spread this letter on the records of your hearings, and that you will give it publicity so as to offset whatever unfortunate impression the public may have received from the articles which appeared in some of the newspapers a few days ago.

Very truly yours,

JOHN F. GILCHRIST,
Commissioner of Licenses.

Three Questions Answered

"Included in your letter also are three specific questions which you desire answered, and I submit the following answers:

"Question No. 1: Are hack drivers' licenses granted pro forma upon the filing of applications properly filled out and signed, or is the issuance of such license deferred pending adequate investigation of the truth or falsity of the statements contained in the applications?

"Answer No. 1: No; the applicants are finger-printed and the finger prints and application forms are sent to the Police Department. The licenses are issued if the finger-print records come back clear and the applicant meets the other tests required by the law and the Department of Licenses. If the subsequent investigation of the facts discloses a criminal record, the license is later taken up if the operator can be found.

"Question No. 2: If such investigation is made, is it made by your own employees, or is it referred by you to the Police Department?

"Answer No. 2: It is referred to the Police Department.

"Question No. 3: If referred to the Police Department, is such investigation promptly made and the ascertained facts as to each application speedily and regularly reported to you?

"Answer No. 3: This is done by the Police Department, and I believe it is made as promptly as the circumstances of the case and the large number of applicants will permit.

"I enclose herewith for your information a copy of the application form which every applicant is required to fill in and submit, under oath, to this Department.

State Makes No Inquiry

"As to Section 290a of the State Highway Law, which has to do with the issuance of chauffeurs' licenses, I might call your attention to the fact that apparently no investigation is made by the State authorities before issuing the license, as is shown by the fact that a number of such licensed chauffeurs have been refused licenses by me to operate taxicabs in the City of New York, by reason of their having been previously convicted of a felony. You, of course, readily understand that the Department of Licenses has nothing to do with the issuance of chauffeurs' licenses, as under the State Highway Law referred to the jurisdiction is vested in the State authorities."

LEGISLATIVE SERVICE WORK

The Legislative Service Bureau of The Merchants' Association in November furnished information in response to ninety-four different requests from members of The Association. Of these requests, fifty-three related to Federal Legislation, sixteen to State Legislation four to City Legislation and twenty-one to miscellaneous subjects.

INDUSTRIAL BUREAU WORK

The Industrial Bureau of The Merchants' Association during the month of November handled forty-two separate inquiries and distributed 453 copies of reports made by the Bureau.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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A PLAN FOR THE DEVELOPMENT OF THE PORT OF NEW YORK

Unification of railroad service under a plan that brings all railroads to all parts of the Port of New York, with the exception of the Borough of Manhattan, for which special provision is made, is the essential feature of a comprehensive plan for the development of the Port of New York, which has been submitted by the Port of New York Authority.

The presentation of this plan fore-shadows the solution of the great problem of modernizing the Port of New York. The Merchants' Association has given much attention to this problem, insisting that the prosperity of the City was founded upon the natural advantages bestowed upon it by the position of its Port, and that unless the Port could be improved the City's commercial welfare would inevitably suffer. After much discussion, The Association, in January, 1914, proposed to the Mayor of the City that a Commission be appointed to evolve a plan of comprehensive Port development which might serve as a guide in making improvements. This situation was carefully considered by the Board of Estimate, and finally adopted. A Committee of three was appointed to work with an Advisory Committee representing the various commercial and shipping interests involved.

The occurrence of the war and the rapidly mounting cost of municipal government diverted attention from the Committee and prevented the making of an appropriation for its expenses.

The Merchants' Association continued its agitation of the matter, however, and the City was finally convinced that the time had come to improve its Port. It was agreed that any commission placed in charge of the work must represent the entire Port and that it must have power. The result was the creation of the Port of New York Authority, which has just formulated the improvement plan which is to be laid before the Legislature and the public for consideration.

So complicated and vast are the interests involved, that it would be idle to

expect the execution of any plan of improvement without opposition. The Merchants' Association congratulates the City upon the definite beginning of the actual work of the Port improvement and development. It proposes, on behalf of its members, to devote every effort to the perfection and execution of the development plans.

THE FIRE LOSS

The fire loss in the United States for one year placed in pennies would reach eleven times around the earth and then across the United States.

The fire loss in the United States would pay the National debt, prior to the world war, in four years.

The French people have said of Americans, "They are mighty builders and mighty burners."

Fires in the United States cost approximately \$500 a minute.

The average fire loss in the United States during the last ten years increased 68.59 per cent. The increase in population was 20.67 per cent.

Carelessness costs this Nation a \$450,000,000 fire waste every year.

The fire loss in the United States would pay the cost of the Panama Canal in two years.

Isn't it time that something was done to put a stop to it?

THE REVENUE ACT OF 1921

The Revenue Act of 1921, approved by the President November 23, contains many important changes affecting individuals, partnerships, and corporations. Copies of the official text of the new law may be procured without cost by members of The Merchants' Association upon application to the Legislative Service Bureau of The Association.

This is a part of the service rendered by the Bureau. Not only does the Bureau furnish information regarding Federal laws and bills pending in Congress, but it includes also State legislation and City legislation within the scope of its jurisdiction and, in addition, it will supply official rulings.

Business Opinion Is Sought on Flexible Tariff

Chamber of Commerce of the United States Asks Its Members for their Opinion on a Series of Important Proposals—Flexibility, Reasonable Protection, and Postponement of General Revision Are Suggested—American Valuation Plan Is Offered

The Chamber of Commerce of the United States, of which The Merchants' Association is a member, has suggested a tariff policy for the United States which, if accepted, would mean a radical departure in some instances from past principles. A referendum vote of the 1,400 commercial organizations making up the membership of the Chamber is being taken on the proposal.

The Proposals Submitted

The proposals upon which there will be a vote are:

1—Legislation should permit, in the event of changes of economic factors, adjustment of tariff rates by administrative authorities within limits prescribed by Congress for the purpose of maintaining a consistent tariff policy.

2—Creation of a Tariff Adjustment Board to administer adjustable rates.

3—Reasonable protection for American industries subject to destructive competition from abroad and of benefit to any considerable section of the country.

4—The anti-dumping legislation of May, 1921, should be maintained in principle.

5—The principle of maintenance and encouragement of our export trade should be observed in tariff legislation so far as consistent with protection of American industries of benefit to any considerable section of the country and subject to destructive competition from abroad.

6—Tariff legislation should be framed and administered with a view to meeting discriminations, direct or indirect, by other countries against American trade.

7—The present system of valuation for levy of ad valorem duties should be maintained, and the so-called "American Valuation" should not be adopted.

8—Do you favor a postponement of general tariff revision until conditions in international trade and finance are sufficiently stabilized to form a basis for legislation possessing permanent value?

The members of the Committee making the report are: Mr. Harry A. Wheeler, vice-president Union Trust Company, Chicago, Chairman; Mr. Julius H. Barnes, wheat exporter, New York; Mr. W. L. Clause, Chairman Pittsburgh Plate Glass Company, Pittsburgh; Mr. Thomas H. Eddy, Marshall Field and Company, Chicago; Mr. Emory R. Johnson, dean, Wharton School of Finance, Philadelphia; Mr. Van H. Manning, director of research, American Petroleum Company, New York; Mr. Harvey J. Sconce, agriculturist, Sidel, Illinois; Mr. Alexander W. Smith, lawyer, Atlanta; Mr. George Ed Smith, president, Royal Typewriter Company, New York; Mr. Horace M. Swetland, president, United Publishers Corporation, New York; Mr. Van A. Wallin, president, Tanners' Products Company, Chicago; Mr. Frank C. Wright, transportation executive, Bangor, Maine.

The Committee was unanimous except with respect to American valuation, which Mr. Clause favors.

A Vexed Question

"Economic advantage to be gained, or at least economic disadvantages to be avoided," says the Committee, "seems to be the dominant motive in the struggle over tariff revision, and no schedule, principle or method of administration calls for an exercise of patriotic devotion that would make secondary either personal or geographic interests."

In asking no vote on the question of revenues the Committee explains that this subject has come to be one of minor consideration. It says:

"The revenue-yielding possibilities of the tariff have come to be of little importance in comparison with the direct effect of tariff legislation upon industrial prosperity. The customs revenue for the years 1918, 1919 and 1920 constituted but 5 per cent approximately of the total revenue of the government; hence, that source of revenue, which once played an important part in the cost of carrying on the Federal government, has become an almost negligible factor, and tariff for revenue only would probably not now be advanced as a major party plea or as an economic consideration of vital importance to our people in lessening the burden of direct taxation.

"A Tariff Adjustment Board," declares the Committee, "should have no function except to decide, within the limitations clearly set by Congress, what changes in duties, if any, should be made. It should act as a court, conducting hearings and taking evidence. The decision of the Tariff Adjustment Board on rates of duty should become as effective and binding as duties fixed directly by Congress.

"The Committee recognizes further that in the operation of such a Tariff Adjustment Board it would be necessary to offer to the business of the country certain guarantees against continual changes of tariff rates at unreasonably short intervals, make for uncertainty in future transactions. This Congress can do by specifying that any rate established is not subject to change within a fixed period from the date when it becomes applicable."

The Protective Principle

On the subject of Protection the Committee holds that the Protective principle is vital at this time.

"There is no thought," it asserts, "of urging a Chinese wall type of protection, nor a policy of attempting to foster any and every industry that may be started on American soil. American industries are fully prepared to face any reasonable competition; but there must be protection against emergency prices and emergency conditions that may prove destructive, and such protection should be assured under a flexible application of the rate schedule as already suggested."

Tariff and Foreign Trade

In support of its recommendations regarding foreign discriminations and the maintenance and encouragement of foreign trade, the Committee says:

"It is generally conceded that in our position as a creditor nation we must look to goods as the main medium by which our outstanding debts can be met and payment for exports made. While the volume of our export business, in comparison with the volume of domestic distribution, is small, nevertheless, general national prosperity, arising from the use of our full producing capacity, is dependent upon the maintenance of foreign markets for goods and commodities of American manufacture and pro-

A TARIFF REFERENDUM BY NATIONAL CHAMBER

duction. It is important not only that our exports should find foreign markets open, but that they should have a friendly reception free from discrimination of any kind. Foreign discriminations are not limited to our export products, but also, on occasion, bear on the commodities that we must import from abroad, and thereby affect the interests of American consumers of foreign products and raw materials. The removal of discrimination, while frequently accomplished through diplomatic representation, may require such legislative assistance and sanction as can be afforded by our own tariff laws."

American Valuation

In making the recommendation that the American Valuation plan be not adopted, the Committee finds many objections to a change in valuation methods. It argues that a change would result in the levying of much higher duties; that the present system is clear and impartial, and simplified by accumulated information and experience; that it prevents undervaluation; that the difficulty of establishing under the American valuation plan "a fair market value" is great; that the present system simplifies customs administration; that it will produce steadier revenue; that American valuation would tend to fix prices.

Would Delay Tariff Legislation

The Committee presents its report on the theory that there is a determination to enact a general revision of the tariff now. At the same time it states its belief that business men should be given the opportunity to express themselves on the question of whether there should be a postponement until conditions in international trade are more stabilized. The Committee is of opinion that postponement would be advisable. It says:

"Surely, it would seem that a general revision of the customs tariff at this time, based on such data as are now available, could not meet the needs of American commerce and industry through any considerable period. Certainly in the absence of a flexible scheme of rate adjustment we must express a doubt as to the wisdom of such a revision at this time.

"To meet certain emergency claims, emergency tariff legislation was enacted last spring. After being in force for several months, much of this legislation is admittedly without the effect which was hoped for it, and if emergency legislation has proved ineffective in the face of

the erratic world conditions of today, how much more hopeless would be the results under a general revision of the tariff in which the whole range of American industrial and agricultural products would be included. It may be necessary and advisable to extend the present emergency legislation, and even to add other commodities or products thereto."

MORE BUILDING

Forty-four Cities Report Outlay of \$603,000,000 in the Last Ten Months

Construction figures furnished to the Civic Development Department of the National Chamber of Commerce, by forty-four important cities, show that during the period from January to October, 1921, about \$603,000,000 went into new construction, while during all 1920 the total in the same cities was only \$8,000,000 more. During the shorter period this year 57.9 per cent of the total was for dwelling houses as against only 36.1 per cent in 1920.

Figures from some of the reporting cities are not brought up to date as it is not universal practice to make monthly reports, and the indications are that the dwelling percentage will be larger when all figures are in, according to the National Chamber's report.

The estimated cost of all construction reported in the forty-four cities for ten months of 1921 exceeds \$722,000,000, of which \$349,000,000 is residential, and \$254,000,000 non-residential. Alterations, repairs and special construction cost \$119,000,000. Not only would these totals be increased if all reports were up-to-date, according to the National Chamber, but as costs have been reduced, each dollar this year represents an increased volume of construction.

The total estimated cost reported by the same cities for the entire year of 1920 was \$798,000,000.

AUSTRIAN TRADE DECLINES

Among the noteworthy declines in trade figures is that indicating the falling off of exports to Austria. Her buying power and trade demands led to the exportation of goods valued at \$1,838,195 during October, 1920. But this year, in October, the value of exports to Austria were but \$55,901, or less than one-thirtieth of the former figure.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

PREFERS TO WAIT TRANSIT INQUIRY

This Association Replies to Suggestion Offered Regarding Investigation

PROPOSED PLAN IS TENTATIVE

Mr. Samuel Untermyer wrote to The Merchants' Association, the City Club and the Citizens Union on November 16, suggesting that they join in making an appearance before the Public Service Commission for the purpose of cross-examining witnesses and bringing out facts.

Proposal Was Not Approved

This proposal was referred to The Association's Committee on Public Utilities and Law, which reported to the Board of Directors last Thursday in opposition to the adoption of the plan. Mr. Untermyer has been informed by President William Fellowes Morgan that The Association does not wish at present to take the action that he suggests. President Morgan's letter to Mr. Untermyer was as follows:

"Replying further to your favor of November 16, in which you suggest that this Association cooperate with the City Club and the Citizens Union for the purpose in effect of intervening on behalf of the public in the public hearings now being held by the Transit Commission upon its tentative plan for the reorganization of the transit system.

"Your suggestion has been considered with care by our Executive Committee and the Committee on Public Utilities and Law, which Committees concur in the opinion that it would be inopportune at the present time to adopt the course suggested by you.

Plan Merely Tentative

"The Transit Commission is now proceeding with its preliminary work along the lines contemplated by the statute which created it, which statute was approved and supported by this Association. The present plans are merely tentative, and subject to such revision as may appear desirable in view of the criticisms and suggestions presented by the public, and full opportunity appears to be afforded for the presentation of such criticisms and suggestions. We feel it proper, therefore, to await full development by the Commission of a formal plan, and thereafter to determine our attitude toward such plan with reference to our opinion of its merits."

THIS ASSOCIATION WILL ATTEND HEARING ON RATES

Directors Authorize Representation by the Traffic Bureau Before the Interstate Commerce Commission and Act on Pending Legislation in Congress

Upon the recommendation of its Transportation Committee, of which Mr. C. S. Keene is Chairman, the Board of Directors last Thursday took action upon important traffic matters.

The report submitted by the Committee, as approved by the Board, reads as follows:

"The Transportation Committee of The Merchants' Association of New York, at a meeting held at the offices of The Association on Wednesday, November 30, 1921, gave consideration to the following subjects, in connection with each of which is the recommendation of the Transportation Committee as to action to be taken thereon by the Board of Directors of The Merchants' Association of New York:

I

In the matter of Rates, Fares and Charges of Carriers by Railroads

Under date of November 23, 1921, the Interstate Commerce Commission issued an order that an investigation should be instituted to determine whether and to what extent, if any, further general reductions in the rates, fares and charges of carriers by railroad applicable in interstate or foreign commerce can lawfully be required by order or orders of the Commission under the provisions of the Interstate Commerce Act, upon any commodities or descriptions of traffic, and also to determine what will constitute a fair return from and after March 1, 1922, under Section 15a (3) of the Interstate Commerce Act. (The present rate of return was fixed at 6 per cent.)

"In the issuance of the order the Commission called the attention of the public to the fact that the Commission had acted recently in two litigated proceedings looking to general reductions in rates upon livestock and hay and grain; that in the 'meantime petitions have been filed by representatives of various interests asking the institution of investigations, more or less general in scope, with the view to effecting reductions in rates on various descriptions of traffic, and the carriers have indicated their intention to effect immediate reduction of ten per cent in the rates in all districts on designated products of the farm and the ranch.'

"The Commission also said:

All petitions have received careful consideration, but it has seemed to the Commission that its investigation should not be confined to any particular description of traffic, and should be distinct from and without prejudice to proceedings on complaint already filed or hereafter to be filed. The order now issued is intended to elicit whatever information may be lacking as a guide for the Commission in its future action, and is along lines under consideration by the Commission for some time past.

"The proceeding has been assigned for hearing at Washington, D. C., beginning December 14, 1921. During the period December 14 to 21, inclusive, it is expected that carriers will put in their case, and the hearings are to be resumed January 9, 1922. Before the close of the hearing on December 21, 1921, a schedule of hearings on and after January 9 will be announced.

Questions at Issue

"The crux of the investigation, in so far as it may affect the shipping public, may be epitomized as follows:

"If rates are found to be unreasonable in the aggregate in the country, as a whole, or in one or more territorial rate groups, (a) should a general reduction in all rates be required, or (b) should readjustment be required in the rates on specific commodities or descriptions of traffic?

"To what extent can net income be increased by enhanced economy and efficiency in management?

Information Insufficient

"In view of the importance of the proposed proceedings before the Commission, the Transportation Committee gave some extended and most careful consideration. It was the opinion of the Committee that in view of lack of information (a) to what extent the carriers are realizing on present rates a fair return on transportation services; (b) to what extent operating expenses have been reduced under changed working conditions and wages; (c) the extent of the reductions in rates made since the general increase in rates and the nature thereof; and (d) the scope of the reduction in rates which may be under consideration and the nature thereof, it was not prepared at this time to make any recommendations as to the position which should be taken by The Association with respect to further reduction in rates.

"It was the recommendation of the Transportation Committee that The As-

sociation should be represented at the hearing when the carriers put in their case, for the purpose of reporting to the Transportation Committee such facts and developments as may arise during the course of the hearing which would seem to require definite action on the part of The Merchants' Association of New York in protection of its members and the trade and welfare of New York.

II

Highway Motor Transportation

"This Bill (S. 2631) provides for the establishment of a National Highway Motor Transportation Board, and among other provisions it provides for the following:

"That when it shall be shown to the satisfaction of the Board (a) that a corporation is in process of organization within a State, Territory, or the District of Columbia, by reputable and reliable persons for the purpose of operating a highway motor transportation route at least fifty miles in length, (b) that the plans, resources, capital stock, rates, personnel, material, and probable business of such corporation are, or will be, of such nature or amount as to offer reasonable hope of success, (c) . . . the board, for and in the name of the Government of the United States, shall subscribe the last fourth of the capital stock of the corporation remaining unsubscribed.

"That the amount paid for such Government stock shall constitute a loan, repayable with interest at the rate of 5 per cent per annum, in ten annual installments, the first installment to be due five years after date of subscription. The Board shall not be authorized to subscribe to the stock of more than six such corporations in any one State.

Motor Transport Bill Opposed

"After careful consideration by the Transportation Committee of the pending bill, the following action was taken:

"Whereas, The Federal Government has already provided for large appropriations from the public treasury to assist the different States in the providing of adequate and efficient highways for the use of motor and vehicular forms of transportation; and

"Whereas, The proposed measure provides for the appropriation of public funds for the operation of motor truck

DIRECTORS TAKE ACTION ON BILLS IN CONGRESS

transportation by private corporations, limited as to the number of such companies to be so assisted, thereby creating discrimination as between corporations; and

"Whereas, It is the view of the Transportation Committee that the operation of highway motor transportation should be by private ownership and operation under proper regulation; therefore, be it

"Resolved, That it is the recommendation of this Committee to the Board of Directors of The Merchants' Association of New York that Bill S2631 be not approved.

III

Act to Regulate Commerce: Proposed Amendments

"Bill S. 1150, introduced by Senator Capper, proposes to amend the Act to Regulate Commerce in the following particulars:

"(a) Repeal of provision in existing law giving Interstate Commerce Commission the authority to remove any undue preference or prejudice where State regulations conflict with interstate regulations, or place undue burden upon interstate commerce; and in lieu thereof to vest exclusive powers with the State authorities over intrastate rates.

"(b) Repeal of provisions in existing law as to rate making, and fair return upon the value of the property of carriers devoted to public use.

Amendments to Commerce Act

"After careful consideration by the Transportation Committee of Bill S. 1150, proposing to amend the Interstate Commerce Act, it is the recommendation of the Committee that—

"Whereas, The Merchants' Association of New York has declared it to be the policy of The Association in the matter of Federal regulation of intrastate rates affecting interstate commerce, that authority should be vested with the Interstate Commerce Commission to remove any undue preference or prejudice as between persons or localities in State and interstate or foreign commerce, or any undue burden upon interstate or foreign commerce, and authorizing the Commission to prescribe the rates, fares and charges, classification, regulation or practice which will remove such advantage, preference or prejudice; and which provision has been incorporated in the Act to Regulate Commerce; and

"Whereas, The Merchants' Association of New York has approved the establishment of a statutory rule providing

that rates in each traffic section shall yield a fair return upon the value of the property used or held for the service of transportation; and which provision has been incorporated in the Act to Regulate Commerce; and

"Whereas, It is the purpose of the Capper bill to annul the jurisdiction of the Interstate Commerce Commission in connection with the regulation of intrastate rates, and to annul the rate-making and rate of return section of the Act to Regulate Commerce; and

"Whereas, There is now pending before the Senate Committee on Interstate Commerce an investigation of the railroad revenue and expenses; and

"Whereas, There is now pending before the Interstate Commerce Commission a hearing involving the general adjustment of rates and the determination of what will constitute a fair return to the carriers from and after March 1, 1922, which investigation will involve the provisions contained in the rate-making section of the Act to Regulate Commerce; it is the

"Recommendation of the Transportation Committee that Senate Bill S. 1150 be opposed; and it is further the recommendation of the Committee that no action should be taken by Congress annulling, amending, or modifying Section 15a, known as the rate-making and rate of return section of the Act to Regulate Commerce, pending the determination of the investigation of the railroads being made by the Senate Committee, and a report thereon, and the result of the investigation being made by the Interstate Commerce Commission likewise involving Section 15a."

ELECTED VICE-PRESIDENT

Manager of the Convention Bureau Chosen By the National Association of Bureaus

Mr. John R. Young, Manager of the Convention Bureau of The Merchants' Association, attended the convention of the National Association of Convention Bureaus recently held in Louisville. Mr. Young was elected Vice-President of the organization and his invitation for the 1922 convention was accepted.

EARLY CITY LAMPS

Gas Logic

In December, 1697, city lamps were ordered in New York "in the dark time of the moon, for the ease of the inhabitants."

CONGRATULATIONS ON THE BUDGET

This Association Takes Action on the Realization of the Plan Which it Has Advocated

LONG CONTEST ENDS IN VICTORY

The Merchants' Association congratulates the country upon the presentation of the first national budget. The adoption of a National Budget system has long been advocated by The Association.

Resolution Adopted

In view of The Association's special interest in the matter, the Board of Directors, at its meeting last Thursday, adopted the following preambles and resolution:

"Whereas, The Merchants' Association, in January, 1913, cordially approved a report made by its Committee on Taxation and Public Revenue, in which the following declaration was made:

"We believe that there should be and can be a more effective coordination of ideas and greater cooperation of effort between the legislative and executive branches of the government. The present method of having each department make up its estimate irrespective of the sources and amount of income of the country, is wholly illogical and unsatisfactory.

"There is no reason why our government should not be run on the basis of providing for each estimated expenditure an equal source of income, as far as this is possible; and if there cannot be a constant working relation between the legislative and the executive branches of the federal government, such as England provides, there should be a commission or committee which will do this work for the two branches of the government"; and

"Whereas, The Association consistently fought for the budget system until its adoption by the Federal Government; and

"Whereas, The first budget has now been submitted by the President to Congress, showing Federal expenditures for the fiscal year of 1923 of \$3,505,757,727, a decrease of \$462,167,639 from the estimated expenditures of the current fiscal year, and decrease of \$2,032,285,962 from the actual expenditures of the fiscal year 1921;

"Resolved, That The Merchants' Association congratulates the country upon the application of the budget system to government expenditures, and urges upon all governmental agencies cordial cooperation in making expenditures conform to the estimates as submitted."

RURAL FREE DELIVERY

More than 6,500 families are served by the rural free delivery service.

TREASURY DECISIONS OF IMPORTANCE TO SHIPPERS

Secretary Rules on Collection of Taxes on Transportation Service and Also with Regard to Claims for Refunds—New England Rates Are Unjust to this City

Prepared by the Traffic Bureau of The Merchants' Association

Two decisions of importance to shippers have been rendered by the Secretary of the Treasury. These are T. D. 3255, with regard to the collection of the tax on transportation service, and T. D. 3256, with regard to the refund of taxes provided by Subdivision (d) of Section 500 of the Revenue Act of 1921.

These decisions read as follows:

T. D. 3255

"Subdivisions (a) (b) and (e) of Section 500 of the Revenue Act of 1918 impose tax on amounts paid for transportation. The provisions of the 1918 Act imposing tax on charges for transportation service are repealed, effective January 1, 1922, by the Revenue Act of 1921. Cases will arise where the transportation service will be only partially performed before January 1, 1922. It is held that tax imposed by Subdivisions (a), (b) and (e) of the Revenue Act of 1918 applies to amounts prepaid for transportation in cases where the shipments are made before January 1, 1922, but does not apply in cases where the charges are 'collect' on shipments made before, but arriving at destination on or after January 1, 1922.

"Transportation companies have been authorized, as set forth in Article 115, Regulations 49, Revised, to adjust tax in adjusting overcharges, taking credit on any subsequent return for tax so adjusted. In order to terminate this authority uniformly, and at a time that will make it practicable for the credits to be taken on returns made by the carriers, it is directed that in adjusting overcharges and in redeeming unused and partially used tickets and mileage books, no adjustments may be made of tax after December 31, 1921. It is suggested that transportation companies, as soon as practicable, advise all claimants who have claims pending, or who file claims after December 31, 1921, that claim or refund of tax should be filed on Treasury Department Form 46, with the Commissioner of Internal Revenue within four years from time tax was paid, claim being barred by statute of limitations if received after such time. In the event the transportation companies retain the freight receipts, ex-

press receipts, redeemed tickets or mileage books as part of their files on a claim, it will facilitate handling claim filed with the Commissioner for refund of the tax if the transportation companies will, when adjusting the transportation charge, furnish to the claimant a statement or certificate containing the following information, retaining a copy thereof in their files:

- (a) Number assigned claim by transportation company.
- (b) Amount of charges refunded on the claim.
- (c) Amount of tax actually collected on the refunded amount.
- (d) Date (or dates) on which tax was collected.

In order that right to refund may be established, it will be necessary for claimant to either furnish the original receipts, showing payment of tax, or to furnish the above statement of certificate in lieu thereof."

T. D. 3256

"Subdivision (d) of Section 500 of the Revenue Act of 1921 provides as follows:

"(d) Under regulations prescribed by the Commissioner with the approval of his Secretary, refund shall be made of the proportionate part of the tax collected under Subdivision (c) or (d) of Section 500 of the Revenue Act of 1918 on tickets or mileage books purchased and only partially used before January 1, 1922."

"No tax should be collected on the charge for a ticket or mileage book sold before January 1, 1922, if no part of it can be used until on or after January 1, 1922.

"Where, however, tax has been collected under Subdivision (c) or (d) of Section 500, Revenue Act of 1918, on a ticket or mileage book which is only partially used before January 1, 1922, the tax applicable and proportionate to the unused part of such ticket or mileage book may be refunded.

"Claim for refund should be filed by the person paying the tax, on Form 46, which should show the following:

"(a) Statement of the facts on which claim is based.

"(b) Statement that no claim is pending nor will be filed with the transportation company for adjustment of the tax.

"(c) Statement that the unused part

of the ticket or mileage book, in connection with which refund is requested, if in hands of claimant when claim is filed, has been marked to show the amount of tax for which claim has been filed.

"The claim should also be supported by a statement from an agent of the transportation company (or from a collector of Internal Revenue, if such information can be furnished by him) giving the following data concerning the ticket or mileage book in connection with which refund is requested: (a) The number, (b) date of purchase, (c) price paid, (d) the proportionate part remaining unused on January 1, 1922, and (e) the proportionate amount of tax applicable to the unused part."

New England Rates

Move Made to Correct an Injustice to New York City

With the completion in April, 1918, of the Hell Gate Bridge and the New York Connecting Railroad, the New York, New Haven and Hartford Railroad established in connection with the Long Island Railroad a new route for the handling of traffic between New England points and points on or reached by the Pennsylvania Railroad, the interchange between the Long Island Railroad and the Pennsylvania Railroad previously being made through the medium of the carfloat transfer operating between Bay Ridge, Long Island, and Greenville, New Jersey.

The Rate Increase

About the same time, following the decision of the Interstate Commerce Commission on the application of the New England railroads for increased rates, rates were established contemporaneous with the 25 per cent increase authorized by the Railroad Administration, which had the effect of making higher rates from New England points to New York than were contemporaneously applicable as joint through rates to Newark and Philadelphia. Subsequently, the rates from New England points to New York were so reduced as not to exceed the rate to Newark, to conform with the long and short haul rule.

JOINS PROTEST AGAINST NEW ENGLAND RATES

Notwithstanding the establishment of the route via Hell Gate Bridge and the New York Connecting Railroad for the handling of business between the New England points and points on the Pennsylvania Railroad, the carriers continued to apply to and from intermediate points on this route through rates which were in excess of the rates between New England points and Newark and Philadelphia, which adjustment was protected by a fourth section application on file with the Interstate Commerce Commission. In acting upon said application, the Interstate Commerce Commission denied the request of the carriers for a non-compliance with the long and short haul rule, with a result that the New Haven Railroad issued a tariff, effective with October 1, 1921, applying the Newark rate as maximum to stations on the line of the Long Island Railroad between Fresh Pond Junction and Bay Ridge, inclusive, following which publication amendments were issued to through tariffs providing for the routing of business via Oak Point and carfloat to Greenville, in those instances where the application of the existing through rates via the New York Connecting Railroad would be in violation of the long and short haul rule; or, in other words, carriers are undertaking to confine the lower rates between New England points and points in New Jersey, Pennsylvania, etc., to the route through Oak Point and carfloat service to Greenville. The carriers at approximately the same time then withdrew the application of joint through rates to stations on the Long Island Railroad, substituting therefor through rates ascertained by the addition of certain arbitraries to the rates applicable to and from Fresh Pond Junction which would have the effect of making the rates to certain stations on the Long Island Railroad in excess of the joint through rates from New England points to such points as Newark, Philadelphia, and Baltimore, Maryland.

This Association Joined Protest

The proposed amendment cancelling the tariff which had been brought in line with the long and short haul rule was protested by certain shippers who were directly affected and by the Brooklyn Chamber of Commerce, representing other shippers in Brooklyn who would be affected, with a result that the proposed cancellation of the tariff was suspended by the Commission pending a hearing and investigation.

At the hearing, which was held in the Assembly Room of The Merchants' Association, on December 1, 1921, a vigorous protest was made by the commercial organizations of Manhattan, Brooklyn and Queens, the Traffic Manager of The Merchants' Association appearing in protest not only against the violation of the long and short haul rule, but also in opposition to the discrimination against shippers and receivers in Brooklyn and Long Island which unduly preferred shippers located at Newark, Philadelphia, etc. The taking of testimony having been completed, the matter is now before the Commission for determination.

PASSPORT RULES

Travelers in Switzerland Are Not Required to Obtain a Swiss Visa

In connection with the efforts of The Merchants' Association for prompt amelioration of passport requirements and passport red tape throughout the leading countries of the world, an official statement has been received from the Consulate of Switzerland in New York to the effect that henceforth American citizens going to Switzerland for pleasure, health or business, will not be required to have their passports visé by a Swiss Consulate. The letter is as follows:

"We take much pleasure in informing you that from December 1, 1921, it will no more be necessary for American citizens who are going to Switzerland for pleasure, health or business, to have their passports visé by a Swiss Consulate. They must only obtain a Swiss visé if they intend to secure a position in Switzerland.

"They must, however, be in possession of a valid United States passport, and they will have to comply with the Police regulations regarding foreigners, which are still enforced in Switzerland."

AMERICAN BANKERS ASSOCIATION INVITED

The Merchants' Association has joined with the New York Clearing House Association in an effort to bring next year's convention of the American Bankers' Association to New York City. This great organization has not convened here for nearly twenty years.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

THIRTEEN NEW MEMBERS ELECTED

Favorable Action Is Taken Upon Applications Presented to the Directors

REPRESENT LAW AND COMMERCE

The Board of Directors of The Merchants' Association, at its meeting last Thursday, elected thirteen new members, as follows:

Bennett, Mr. Max L., 104 Fifth Avenue—Woolens.

Brown and Seward, Mr. Robert Bacon Seward, 261 Broadway—Patent Attorneys.

Feldstein Brothers and Company, Mr. A. D. Feldstein, 687 Broadway—Hats and Caps.

Forest Paper Company, Mr. Michael Pomerance, Treasurer, 76 Duane Street—Wholesale Paper.

Levy, Frank, Mr. Frederick W. Ellis, 483-485 Broadway—Dealer in Bond, Kraft and Book Papers, Cardboard, Tissue and Blotting Papers; and Manufacturer of Envelopes.

Papadeas, Mr. John D., 435 Pearl Street—Importer of Olive Oil and Foodstuffs.

Ragone, The Andrew, Company, Incorporated, Mr. Andrew Ragone, President, 321 Pearl Street—Paper Mill Supplies and Paper.

Replogle Steel Company, Mr. J. Leonard Replogle, Chairman, 120 Broadway—Iron and Steel.

Sachs, Sanger and Salomon, Mr. Martin Sachs, 257 Fourth Avenue—Woolens and Worsteds.

Strauss and Hedges, Mr. John Francis Strauss, 11 Broadway—Customs Attorneys.

Teen, Mr. K. A., 79 Worth Street—Converter Cotton Goods.

Turner and Company, Mr. Ross M. Turner, 500 Fifth Avenue—Bonds.

Vanadium Corporation of America, Mr. J. Leonard Replogle, President, 120 Broadway—Steel Alloys.

THE SCHOOL POPULATION

Approximately 33,000,000 persons are listed in the school population of the United States. The number regularly registered in day schools, however, is but slightly in excess of 23,000,000.

PACIFIC RATE READJUSTMENT IS VIGOROUSLY OPPOSED

Analysis Shows that Proposed Schedules Would Wipe Out Advantages Given by the Panama Route and Would Discriminate Against the Eastern Seaboard

The Merchants' Association, through its Traffic Bureau, is preparing evidence against the proposal of the Transcontinental railroads to disregard the long-and-short-haul clause of the Transportation Law in rates to the Pacific Coast. The Interstate Commerce Commission will hold a hearing in this City on January 16 upon this proposal and the Traffic Bureau intends to introduce its evidence at that time.

Would Out Through Rates

The Transcontinental railroads ask authority to establish lower rates upon various commodities from eastern defined territory to Pacific Coast terminals than the rates upon like traffic to and from intermediate points. In support of their request, the Transcontinental lines plead the necessity of meeting the all water competition through the Panama Canal.

An analysis of the rates proposed by the carriers indicates that many of the rates, especially from the central territory, are less than would be justified by actual water competition and that if the proposed rates were established the source of supply for Pacific Coast cities would be transferred from the east to more western points of production.

Protecting Eastern Cities

The Interstate Commerce Commission gave a hearing upon this application at Chicago on November 14 and 19 and this hearing was attended by the Manager of the Traffic Bureau of The Merchants' Association for the purpose of protecting the interests of the Port of New York through the development of facts necessary for the guidance of the Commission in rendering its decision. In this proceeding The Merchants' Association is acting on behalf of shippers in the entire Eastern territory.

Mileage Change Opposed

This Association Joins in Protest Against New Haven Change

The Merchants' Association, through its Traffic Bureau, entered its appearance on November 22 in a hearing held

by the Interstate Commerce Commission, in the Assembly Room of The Merchants' Association, upon a proposal of the New York, New Haven and Hartford Railroad to amend its mileage schedule by increasing the mileage between points on the Central New England Railroad west of the Hudson River and stations in New England by adding one hundred miles to the actual mileage as a constructive mileage basis for the Poughkeepsie Bridge.

Vigorous protest was made against this proposal by the Boston Chamber of Commerce and by shippers using the Poughkeepsie route and the tariff was suspended by the Interstate Commerce Commission pending investigation. While New York City rates are not actually involved, The Merchants' Association participated in the hearing because it felt that the establishment of the proposed basis might carry a precedent for the employment of a constructive mileage basis for the lighterage of freight in New York Harbor or the use of the Connecting Railroad bridge over Hell Gate.

Erie Charges

This Association Opposes Increase on Carload Fruit Shipments

The Erie Railroad Company issued tariffs to become effective with October 14, 1921, proposing to establish terminal charges of two and one-half, three, three and one-half and four cents per 100 pounds on citrus fruits and apples, deciduous fruits and cantaloupes, melons and vegetables, delivered at its Duane Street Terminal, New York.

It also simultaneously issued a tariff providing for an increase in the proportional rates upon fruit and vegetables in carloads from the Jersey City terminals of the Erie Railroad to the Duane Street Station from \$30 to \$51 per car.

On the protest of The Merchants' Association of New York and other organizations interested in the fruit and vegetable trade of New York, these proposed tariffs were suspended by the Commission, pending hearing and investigation. The hearing on the issues involved was held at Washington on November 10-12, 1921, which hearing was attended by

the Assistant Traffic Manager, who presented testimony and otherwise engaged in the proceedings in the interest of members engaged in the handling and marketing of fruits and vegetables.

Lackawanna Increase

This Association Protests Against High Ferry Charges

Hearings have been begun by the Interstate Commerce Commission upon increased ferry charges made effective on October 1 by the Delaware, Lackawanna and Western Railroad upon its Hudson River boats. The Board of Commissioners of Hoboken filed a complaint against the increase and asked for relief. A hearing took place in the Assembly Room of The Merchants' Association on November 29 and The Merchants' Association, through the Manager of its Traffic Bureau, protested against the increase. Further hearings are to be held.

Port Congestion

Causes and Plans for Relief Are Discussed in Hearing

The Merchants' Association participated on November 21 in a hearing called by the Port of New York Authority to discuss the causes of congestion in the Port of New York and to consider means of relief. The Manager of The Association's Traffic Bureau discussed these matters at some length before the Authority.

Traffic Work

Bureau Handled Seventy-six Inquiries During November

The Traffic Bureau of The Merchants' Association during October and November handled seventy-six requests from individual members of The Association for advice and assistance in transportation matters. These covered a very wide range of transportation problems.

PRACTICES ADD TO BUILDING COSTS

This Association Points Out Some Rules Which Increase the Cost of Construction

INQUIRY SHOULD BE BROAD

With a view of bringing about a reduction in building costs, The Merchants' Association has been in correspondence with Mr. Samuel Untermeyer, Counsel for the Lockwood Legislative Investigating Committee.

Would Abolish Brindell Charge

It suggested to Mr. Untermeyer that in view of the fact that Mr. Brindell is now in Sing Sing prison, the abrogation of certain increases in wages that were insisted upon by his organization for his benefit might be brought about. Mr. Untermeyer responded that inasmuch as these increases had been agreed to by both employers and employees for a definite term, it would be difficult to abrogate them. He asked for suggestions.

The following letter was sent to Mr. Untermeyer by President William Fellows Morgan, with the approval of the Board of Directors, last Thursday:

"Absence from the City has prevented me from replying earlier to your letter of October 18th. I am very glad to note, however, that meantime the Lockwood Committee has resumed its investigations and that yesterday's session brought to light some of the detrimental rules and practices as enforced by the Plasterers' Union, which were contemplated in my previous letter.

"I understand from creditable authority that various other unions in the building trades enforce similar uneconomic conditions; that, for instance, wood lathers in New York City are prohibited by their union from putting on more than fourteen bundles of lathes on one job in a day; that the metal lathers' unions require that the first man employed on a job shall be the foreman, and be paid a foreman's wage, although he may be the only metal lather at work on that job; that the plumbers' unions require that the fittings for bathroom fixtures be put on on the job, although the work might be done much more expeditiously and cheaply at the factory; that the engineers' unions require that engineers be employed to operate elevators under certain circumstances in

buildings under construction, to attend compression pumps and other kinds of machinery, where less skilled and more economical labor would be wholly adequate for the work.

Detrimental to Economy

"These illustrate some of the conditions which I understand exist in this City, and which have been shown to exist in other large cities, such as Cleveland and Boston, where the building industry is similarly organized. I believe that they are clearly detrimental to efficiency and economy and prejudicial to all parties concerned in the building industry.

"Referring to the matter of wages, it is my understanding that the wage contract between the Building Trades Council and the Building Trades Employers' Association does not expire in April, 1922, but on December 31, 1921. This suggests the necessity for immediate action looking to suitable changes to take effect at the expiration of the contract—changes which should seek to correct the obvious maladjustment which the present high building wage permits. The prospect for the continuance of the present high rate presents a situation sufficiently serious, it seems to me, to warrant drastic action by the Lockwood Committee in the interests of the public.

Employers Need Investigation

"In your letter you express the belief that the Building Trades Employers' Association is equally at fault with the unions, and that certain of the practices of that Association are contrary to the public interest. I agree that an investigation of this nature must deal with both sides of the controversy. It is as essential that the facts in reference to the employers be made public as it is that the facts concerning the employees be made known. We assume that the members of the Employers' Association would welcome an opportunity to have the whole situation uncovered."

CHINA SENDS RICE

Hongkong shipped over 1,000,000 pounds of cleaned rice to New York in September. There were no other rice imports in that month. Of the 245,410 bushels of onions imported 213,553 bushels came from Spain. Italy was second with 27,412 bushels.

HOME OWNERS

In New York City only one home in eight is owned by the family living in it, the percentage ranging from two in Manhattan Borough to forty-two in Richmond.

MANY APPEALS FOR CHRISTMAS MONEY

Good, Bad and Indifferent Enterprises Are Asking the Public for Contributions

INFORMATION IS EASY TO GET

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The approaching holiday season is bringing forth an unusually large number of appeals for philanthropic causes, good, bad and indifferent. Taken at the valuation of the solicitor, each cause is the most worthy and presents the most urgent need existing at present. To discriminate between them one needs plain facts, impartially stated.

Appeals Cover Wide Range

The appeals now being made provide for a wide range of benefits, from the supplying of Christmas stockings, baskets and dinners to the care of the sick, the crippled, the widow and orphan, even the cure of cancer.

Among the organizations now actively soliciting are the following:

St. Andrew's One Cent Coffee Stands Society
Community Free Lunches
Greater New York Philanthropic Society
New York Philanthropic League in Aid of Crippled Children
Abigail Free School and Kindergarten
United Hospital Fund
Independent Hospital Death and Sick Bed Fund
St. Mark's Hospital
Volunteer Hospital
Cosmopolitan Cancer Research Society
Convalescent Relief Division Bellevue Hospital
New York Tuberculosis Association
New York Fire Department Benevolent Association
New York Express Lodge
Wayside Day Nursery
Kips Bay Day Nursery
New York Home for Homeless Boys
Marvel House
New York Kindergarten Association

Inclusion in this list does not indicate that any organization is worthy or unworthy of support.

Yours for the Asking

But members of The Merchants' Association desiring plain facts concerning them, or any other organization, good or bad, now appealing for funds, should address the Bureau of Advice and Information, 105 East Twenty-second Street. The confidential reporting service of this Bureau is yours for the asking.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, DECEMBER 19, 1921

No. 46

Richmond Borough Needs Seven Improvements

The Merchants' Association Moves to Promote the Industrial Development of the City's Greatest Waterfront Subdivision—Survey Has Been Made and Will Be Published in the Near Future—Transportation System Should Be Extended Without Delay

Action looking to the industrial development of the Borough of Richmond has been taken by The Merchants' Association upon the recommendation of its Industrial Committee, of which Mr. J. W. Lieb, Vice-President of The New York Edison Company, is Chairman.

The Industrial Survey

An industrial survey of Staten Island has been completed by the Industrial Bureau of The Association under the direction of the Committee and will be printed in the near future. In scope and form the report of the survey is similar to the survey of the Newtown Creek Industrial District which was prepared by the Industrial Bureau and published. The survey of the Borough of Richmond was undertaken as part of a program for supplying The Association with definite and complete information regarding all of the various industrial districts of the City and to make this information available to manufacturers and others who might benefit from it.

For Industrial Development

After submitting the survey, the Committee laid the following report regarding the industrial development of Staten Island before the Directors of The Association:

"Realizing the great potentialities of Staten Island as an industrial center, your Committee is also aware that its

This number concludes Volume X of "Greater New York." The Index will be sent out next Monday, December 26, and the first number of Volume XI will be published on January 2.

sound and proper development is dependent upon various constructive improvements. These concern, for instance, the extension of transportation facilities for both freight and passenger service, the adjustment of railroad tariffs to give Staten Island the benefits which should naturally accrue from its advantageous location, the construction of adequate warehouses to permit the best utilization of the City's enormous dock development, and various similar improvements, such as are listed in the attached memorandum.

"Your Committee recommends that The Merchants' Association vigorously support these measures and volunteers the active assistance of its own members to the end that the necessary improvements may be achieved."

Recommendations Submitted

The recommendations accompanying the report were as follows:

I

"The new twenty million dollar pier development which the City is now bringing to completion at Stapleton has as yet no rail con-

nections nor holding yards. In order that the piers may be advantageously operated, it is essential that these facilities be provided at an early date. Moreover, the City should as soon as possible formulate its policy regarding the warehouses necessary to support the piers, as these are also essential if the City's vast investment is not to be seriously jeopardized.

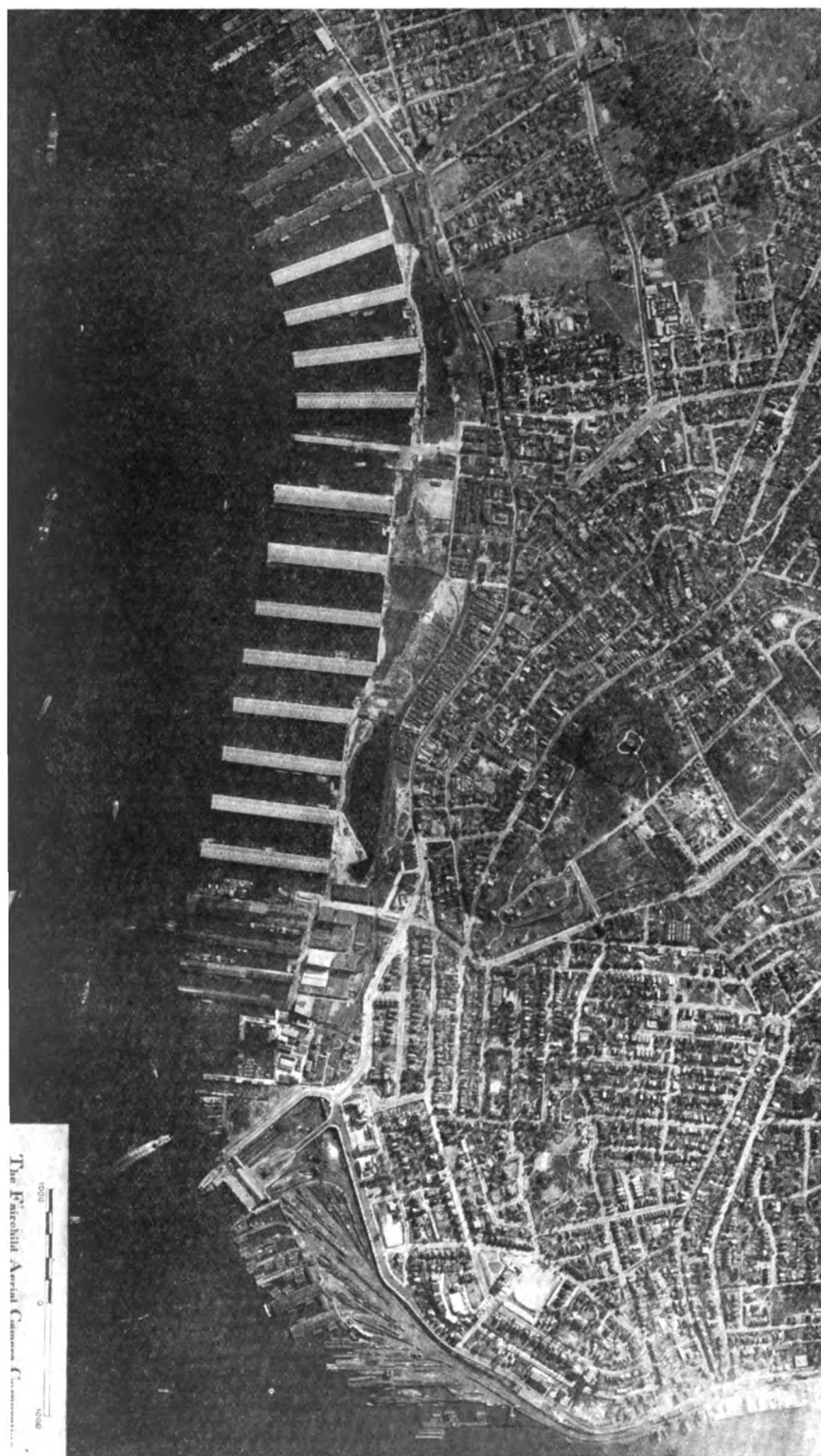
II

"The railroad lines on Staten Island should be electrified and the Tottenville Line should be double-tracked throughout. At the present time nearly a mile of this line is single-tracked. These improvements would reduce the running time between Tottenville and St. George about 25 per cent, and permit of a more frequent train service. This would undoubtedly be a large factor in inducing a more adequate labor supply to live on the Island and would help mitigate the smoke nuisance.

III

"The west shore of Staten Island, along Arthur Kill, while offering great natural advantages, is almost entirely unused for industrial purposes at the present time. The fundamental reason for this condition is that railroad transportation facilities are entirely lacking.

TATEN ISLAND MUST HAVE GOOD TRANSIT FACILITIES



AIRPLANE VIEW OF THE CITY'S NEW \$20,000,000 DOCK DEVELOPMENT ON STATEN ISLAND, JUST ABOVE THE NARROWS, WHICH NEEDS WAREHOUSES AND RAIL CONNECTIONS. THE ST. GEORGE FERRY LANDING IS SHOWN AT THE BOTTOM OF THE PICTURE. THE PIERS EXTEND ALONG THE TOMPKINSVILLE AND STAPLETON WATERFRONT.

A railroad should therefore be built along this entire shore.

IV

"In the matter of freight rates, Staten Island should be allowed to benefit from its inland railroad connections. It is unreasonable that anthracite coal can be delivered more cheaply to Staten Island by being trucked via ferry lines from Bayonne and Perth Amboy than by the all rail delivery available; also that merchandise can be shipped from the Brooklyn waterfront to points inland more cheaply than from Staten Island, especially since merchandise from Brooklyn must be lightered to the New Jersey mainland, whereas it may be shipped directly by rail from Staten Island.

V

"The street transportation service on Staten Island should be unified, improved and expanded.

VI

"Increased electrical power is urgently needed for Staten Island's industrial and commercial development, as the existing supply is barely sufficient to meet present demands.

VII

"The City should as speedily as practicable complete plans and push the construction of the authorized freight and passenger tunnel connecting Richmond and Brooklyn Boroughs. It is very desirable that this tunnel should provide for vehicular as well as rail traffic."

Sanctioned by the Board

The recommendations were unanimously approved and instructions were given that they be forwarded to the Port Authority, to the appropriate City authorities and to such other persons or authorities as, in the judgment of the officers of The Association, should be included.

Approve Port Plan

Commercial Organizations from All Boroughs Sanction Project

At a meeting of the Port Advisory Committee on Monday, the Port improvement plan offered by the Port Authority was approved.

PORT IMPROVEMENT PLAN CONSIDERED

Organizations representing civic and commercial interests from all the Boroughs were at the meeting, at which Chairman E. H. Outerbridge presided, those answering roll call being:

Bayonne Chamber of Commerce, Brooklyn Chamber of Commerce, the Bronx Board of Trade, Queens Borough Chamber of Commerce, Chamber of Commerce of the State of New York, Clifton Chamber of Commerce, Elizabeth Chamber of Commerce, Flatbush Chamber of Commerce, Greenvale Taxpayers' Association, Hoboken Chamber of Commerce, Kings Highway Board of Trade, Lighterage Association of New York, Maritime Association, Municipal Art Society, New Jersey State Chamber of Commerce, Newark Chamber of Commerce, New York Boat Owners' Association, New York Harbor and Development Association, Perth Amboy Chamber of Commerce, Real Estate Board of Newark, South Amboy Chamber of Commerce, Staten Island Chamber of Commerce, Staten Island Civic League, Traffic Club of Newark, United Real Estate Owners' Association, Westchester County Chamber of Commerce, Women's Municipal League, White Plains Chamber of Commerce, Borough of Hawthorne and Commerce Club of Brooklyn.

Committee Studies Port Project

The plan proposed by the Port Authority was referred by the Board of Directors of The Merchants' Association to its Committee on Harbor, Docks and Terminals, of which Mr. H. B. Walker is Chairman, and that Committee immediately took it under consideration with the view of reporting to the Executive Committee.

COMMITTEE APPOINTMENTS

President Morgan has appointed three additional members to the Committee on Harbor, Docks and Terminals, of which Mr. H. B. Walker is Chairman. They are as follows:

Mr. C. I. Leiper, General Superintendent of the New Jersey Division of the Pennsylvania System;

Mr. J. J. Mantell, Manager of the Erie Railroad Company;

Mr. Charles H. Potter, President of the Potter Steamship Company.

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CONVENTIONS FOR THE COMING WEEK

Convention Bureau Gives Details of Meetings That Will Be Held in New York

CONCERT MANAGERS TODAY

The following details of conventions to be held in this City during the coming week are prepared by the Convention Bureau of The Merchants' Association:

December 19-20—National Concert Managers' Association, Hotel Commodore, 10 A. M. and 2 P. M. President, Walter A. Fritschy, Kansas City, Missouri; Secretary, Elizabeth Cueny, 4254 Olive Street, St. Louis, Missouri.

December 19-21—State Directors, State Supervisors and Teacher-Trainers in Agriculture and Home Economics, Hotel McAlpin. December 19—9 A. M. and 2.30 P. M. December 20 and 21—9 A. M. and 2 P. M. Conference under auspices of Federal Board for Vocational Education, 200 New Jersey Avenue, Washington.

December 21—Motor Truck Association of America, Auto Club of America, 247 West Fifty-fourth Street, 8 p. m. President, L. E. Campbell, 1819 Broadway; Secretary, C. O. Kramer, 1819 Broadway.

December 24-26—Zeta Beta Tau, Hotel Astor. December 24—8 P. M., smoker. December 25—9.30 A. M., business session; 3 p. m., afternoon tea and dance; 7.30 p. m., formal dance. December 26—9.30 A. M., business session, all day; 9 p. m., convention ball and buffet supper. President, Representative Julius Kahn, House of Representatives, Washington, D. C.; Secretary, Harry Steiner, 51 Baldwin Avenue, Newark, N. J.

The Society of Directors of Physical Education in Colleges, listed December 18, will meet on December 28.

Bankers in 1922

American Association Is Coming Here for First Time in Twenty Years

The American Bankers Association will hold its next annual convention in New York City during September, 1922, having accepted the official invitation

tendered by the New York Clearing House Association. Invitations also were presented by Mayor Hylan and The Merchants' Association.

That this convention will be the largest and most important in the history of the American Bankers Association seems certain. It is now nearly twenty years since the Association met in New York and during this time the City has become the financial center of the world. It is predicted that the attendance at the New York sessions may attain a total of 10,000.

PRAGUE FAIR

Sample Show Will Be Held in March and Applications Must Be Filed Soon

The Czechoslovak Consulate General has informed The Merchants' Association of New York that the forthcoming Prague Sample Fair is to be held at Prague from March 12 to 19, 1922.

This fair is held twice annually and American manufacturers have taken occasion in the past to exhibit their merchandise at the fair.

The last day for filing applications for admission has been fixed for January 1, 1922. Applications which arrive after that date can be considered only if space is still available and at a tariff allotment increased by 50 per cent.

The Czechoslovak Consulate General, 31 East Seventeenth Street, will be glad to furnish detailed information to members of The Association considering the exhibition of their goods at the fair in question.

WHERE THE BUILDINGS GO

Every year fire destroys enough buildings in the United States to house a city of 10,000 and provide them with their theatres, hospitals, schools, asylums and other public buildings. Another illustration of the devastation wrought is that buildings destroyed by fire in one year equal one-fourth of the annual building construction throughout the country.

TRADE WITH EUROPE

The exports from the United States to Europe during September were \$178,000,000 as compared with \$209,000,000 in September, 1920. The imports from Europe for the month were \$63,000,000 as against \$59,000,000 in August and \$91,000,000 in September, a year ago.

ANNUAL LOSSES IN L. C. L. FREIGHT REACH \$10,500,000

This Association Urges the Adoption by Shippers of the Strapping System of Packing in Order that their Shipments May Be Better Protected Against Thieves

Prepared by The Traffic Bureau of The Merchants' Association

The Traffic Bureau in previous issues of "Greater New York" has called the attention of members of The Merchants' Association to the great waste incurred by loss and damage to freight shipments due to improper packing, in an effort to awaken in shippers such a realization of the importance of this matter that proper steps will be taken, wherever possible, to improve such methods. The following results of an analysis of the freight claim expense for the first half of the year 1921, as issued by the Freight Claim Division of the American Railway Association, are also submitted for this purpose:

Claims for Pilferage

The value of goods lost from packages transported in L. C. L. shipments as disclosed in the volume of claims filed per annum for this cause exceeded ten million dollars. The principal items comprising this division were:

	Yearly Rate
Shortages from packages—cause undetermined	\$ 4,000,000
Robbery—other than entire package ..	5,000,000
Concealed loss	1,500,000
Total	\$10,500,000

Claims for Damage

Claims for damage to the contents of packages attributed to rough handling or improper stowing, damage concealed or cause undetermined, were at a yearly rate of \$15,000,000.

For both shortage in and damage to the contents of packages, less than carload, in which the strength of the container, or its security against pilfering is a factor, the annual cost to the railroads is in excess of \$25,000,000.

Strapping Shipping Containers

To ascertain the experience of shippers in the use of various kinds of wire and steel strapping in every day use in both wood and fibre containers, the American Railway Association, through its Committee on Freight Claim Prevention, addressed an inquiry to representative shipping concerns. Some of the replies received were as follows:

"A candy manufacturer said, 'We have used strapping for about a year

and a half and find it has reduced our claims very materially—it has been a wonderful assistance to our shipping department.'

"'We have been using steel band strapping on boxes of groceries for seven years and under no circumstances would we discontinue the use of it,' is the emphatic statement made by a large wholesale grocery house.

"A shipper of phonographs has been using steel banding for two years and reports, 'Never had to file a claim for damage by bursted container—considered cheap insurance.'

"Another grocery house writes, 'We have had practically no loss from pilferage since installing this system. Previous to that time our losses were quite heavy.'

"A manufacturer of clothing testifies that since starting the use of bands he has had 'little or no difficulty or shortages claimed by customers.'

"An underwear shipper says, 'Since using strapping our loss claims have been reduced 75 per cent.'

"A manufacturing chemist wrote: 'We commenced using the wire strapping and seal because 25 per cent of our shipments were broken into after they left our factory and before they reached destination. We have been using this system for the past month or more, and have not had a single shipment broken into.'

"The President of a large concern manufacturing silk gloves and hosiery states that: 'Since we have taken up the metal strapping and seal on all fibre-board cases, our claims for loss on goods while in transit have been reduced to practically nothing.'

"The Union News Company uses band strapping and finds 'That bad order complaints have been reduced 75 per cent.'

Obtained Excellent Results

A personal call was made on one of the largest dry goods houses in the country who informed the Committee that since adopting the strapping system their package troubles both from damage and pilfering had decreased fully 85 per cent. This concern makes a point of advertising with good results the great care taken in its shipping department to see that everything is packed as ordered, and especially their

practice of protecting goods in transit against damage and theft.

Demonstrated Advantages

Some of the advantages of the strapping system which have been demonstrated to the carrier's committee through several years of experience are:

"(1) So-called concealed losses are practically eliminated by the use of wire or steel binding. As a rule, the pilferer has to work quickly. He cannot rapidly remove steel binding with the tools ordinarily in his possession, nor if removed can he restore it to its former condition. A broken or mutilated band is notice at sight that the package has been tampered with. The thief realizes that he cannot cover his tracks and postpone an investigation for long when he opens a banded package.

"(2) A protected case is safer in shipper's packing room and in consignee's receiving department and is infinitely safer while in the hands of their drivers or public cartmen. A driver knows that to obtain a clear receipt from the railroad, the bands must be intact; at destination, he knows that, having signed for a package in good order, if the bands are not intact when he delivers it suspicion will point his way.

"(3) If concealed loss claims were greatly reduced in number there would be a corresponding reduction in friction with the public over the adjustment of such claims.

Cost and Weight Reduced

"(4) With this reinforcement, it is often possible to reduce the cost and weight of packing cases and at the same time add to their strength. Many instances are known where this effected a net saving in the cost of the container alone of from 10c to 50c per case. Experiments made by the Forest Products Laboratory (Madison, Wis.) of the United States Government have shown that in a great many instances, cases in which $\frac{3}{4}$ inch lumber is used, when not strapped, are not nearly as strong as cases of the same size made of $\frac{3}{4}$ or $\frac{1}{2}$ inch shooks to which one or two straps have been applied.

"(5) Second-hand boxes would carry better and losses therefrom unquestionably would be materially reduced.

"(6) With reinforced packages for fragile merchandise in general use there

STRAPPING SYSTEM BEST PROTECTS SHIPMENTS

would be much less damage from goods loaded on top in the freight car and from ordinary handling.

Time and Labor Saved

"(7) Time and labor are saved in applying nailless strapping or wiring over nailed-on strapping and not so much damage to the package is done as in removing strapping which is nailed on.

"(8) Unscrupulous consignees are deterred from presenting bogus claims for shortages either to shipper or carrier, because they realize that positive evidence can be produced that the full invoiced quantity was packed in the case and that the case when delivered to their representative was intact.

"(9) Tensional strapping is adapted equally well to fibre cartons as to wood cases and effectually reinforces and seals both types. A strap can be applied in a few seconds and the average cost per strap or wire is only about 1½c.

"(10) Shippers can obtain seals for use with the strapping, having on them either trade marks and names in small lettering or numbers, thus absolutely eliminating the possibility of straps being removed and others applied without the substitution immediately becoming apparent to the consignee. This also serves to identify a shipment on which shippers' advertising has been omitted as advocated by many claim agents, to lessen the temptation to pilfer."

Conclusion

Shippers are continually experiencing annoyance, inconvenience and expense through having to file claims for damage to and theft of goods in transit. Frequently relations between shippers and consignees become strained and sometimes entirely discontinued by reason of the uncertainty as to the responsibility for such damage or theft. Hundreds of shippers—and among them some of the largest in the country—whose commodities are not by classification provisions required to be strapped, have voluntarily adopted the inexpensive and effective means of securing their packages through strapping, because the benefits accruing to themselves and their customers more than offset the expense involved.

The Traffic Bureau has in its files data as to concerns manufacturing strapping material of various kinds and will gladly supply interested members with this or any other information bearing upon this subject at their request.

"PERFECT PACKAGE MONTH" RESULTS

Express Companies Report on the November Drive for Greater Care in Packing

PERCENTAGE OF ERRORS MADE

In the October 10, 1921, issue of "Greater New York" attention of the members was directed to a drive which was to be made by the American Railway Association and the American Railway Express Company to stimulate public interest in good marking and packing of shipments as a medium toward the elimination or a reduction in loss, damage or delays chargeable to shippers' errors.

Results of Perfect Package Month

For the month of November, 1921, the carriers adopted the slogan "Perfect Package Month" under an arrangement by which during that month an examination of all shipments sent throughout the country by freight or express would be examined for the purpose of disclosing "exceptions" discoverable by such inspection, reports to be sent to shippers of packages on which errors had been found, and at the conclusion of the drive the carriers to inform the shippers' associations of the total business handled and the exceptions taken, so thereby might be enlisted the cooperation of various commercial organizations toward securing a perfect record.

Shipments for a Month

The Traffic Bureau of The Merchants' Association of New York is in receipt of a statement showing the number of shipments forwarded by railroad and express and the number of exceptions for the month of November, 1921, in the various districts making up the Metropolitan District, which statement is herewith reproduced:

While an analysis of the record so made discloses that the percentage of exceptions is comparatively small, we wish to urge on all shippers the great desirability of making their records 100 per cent perfect. It will be observed by reference to the statement as to the percentage of errors or exceptions on shipments forwarded by railroad that Manhattan ranks second in good performance and that the majority of errors chargeable against Manhattan predominate in connection with "errors in marking" and "errors in packing." We again wish to impress upon all of our shippers the prime importance of packing and marking shipments correctly as a means toward reducing the liability of loss, damage or delay to the property tendered to the carrier for transportation.

More Express Errors

It will be observed as to shipments moving by express that the percentage of errors chargeable to the shipper is .0209 as compared with .0018 on shipments forwarded by railroad. The large number of exceptions reported by the express company, of errors made in express receipts and errors in marking call for immediate consideration by our shippers to the importance of proper preparation of their "express receipts" and "marking of packages," as errors of that nature are conducive to the property going astray, thereby finding lodgment in the On Hand Department or occasion undue delay in delivery of the property to the consignee.

BEANS AND ONIONS FOR CUBA

Beans and onions were exported from New York in larger quantities to Cuba than any other country in September. Of the 18,434 bushels of beans exported, Cuba received 14,137 bushels. The next largest importer of beans from the United States was Newfoundland, which purchased 1,332 bushels. Over 15,000 bushels of onions were sold to Cuba in September out of a total onion export of 21,267 bushels.

PERFECT PACKAGE MONTH—NOVEMBER, 1921

		Railroad Shipments					
District	Total No. of Shipments Forwarded	No. of Errors Made in B/L or Express Receipts		Errors in Packing	Total No. of Except. Made	Per-centage	
		Shipment	Errors in Marking				
Manhattan	551,402	47	265	19	810	.0015	
Bronx	13,674	3	5	10	18	.0013	
Brooklyn	60,952	71	24	16	111	.0018	
Queens	12,942	53	52	9	114	.0087	
Jersey City	26,477	74	32	4	110	.0042	
Hoboken	20,271	4	18	29	51	.0025	
Bayonne	3,379	5	1	0	6	.0018	
	689,097	257	397	566	1,220	.0018	
		Express Shipments					
Metropolitan District	2,412,787	37,812	8,827	3,853	50,492	.0209	
Total	3,101,884	38,069	9,224	4,419	51,712	.0164	

PACKING REFORM IN THE PARCEL POST

Post Office Department Will Insist That All Parcels Shall Be Safely Secured

TO AVOID LOSSES IN MAILS

The Post Office Department is inaugurating an intensive campaign for the proper preparation of parcels for the mail and the cooperation of mailers of parcel-post packages is requested with the view of reducing damage or breakage to the minimum.

Must Be Properly Packed

Parcels improperly packed will not be accepted for mailing.

Proper preparation of parcels includes the use of strong wrapping paper and secure tying with twine of sufficient strength to withstand the handling to which parcel-post matter is subject.

Ordinarily, parcels weighing twenty pounds or less are carried in mail sacks which are arranged in piles, therefore the wrappers should be of sufficient strength to not only resist the pressure of other mail, but to also withstand the weight of the other sacks of mail which may be piled thereon.

It is obviously to the interest of senders to see that parcels are carefully packed, wrapped and tied securely, but they must not be sealed as sealed parcels are subject to the letter rates of postage.

Umbrellas, canes, golf sticks and similar articles must be reinforced by strips of wood or otherwise sufficiently wrapped to withstand handling and transportation.

Must Be Marked "Fragile"

Hats other than soft hats and caps must be packed in strong boxes which must be marked "Fragile," if in ordinary hat boxes they must be properly crated.

Shoes packed in ordinary shoe boxes will not be accepted for mailing. Shoes should be packed in double-faced corrugated pasteboard boxes or containers of equally strong material or they may be wrapped in tough wrapping paper and tied with strong twine without being placed in containers.

Cut flowers should be placed in strong and suitable boxes of wood, tin or heavy corrugated pasteboard. Flowers should be wrapped to prevent escape of moisture.

Candies in thin pasteboard boxes should be included in outer boxes of wood, tin or corrugated pasteboard.

Drawings and Maps

Drawings, paintings or unmounted maps must be suitably protected with stout material to prevent damage. When not flat they should be rolled around a stout wooden stick and then carefully wrapped or included in a strong pasteboard tube.

Sharp-pointed or sharp-edged instruments or tools must have their points and edges protected, so that they can not cut through their covering and damage other mail or injure postal employees and must be thoroughly wrapped.

Articles easily broken must be very securely wrapped for safe transmission. Glass, crockery, fragile toys, glass-framed pictures, etc., should be carefully packed in strong boxes of metal, wood, leather or corrugated pasteboard, with sufficient excelsior, raw cotton or similar matter to prevent the contents from coming in contact with any portion of the box, and the escape of particles, if broken. Such parcels must be marked "Fragile."

Cigars should be packed in a manner to prevent damage by shock or jar and should be marked "Fragile."

Liquids must be specially packed and enclosed according to regulations which may be obtained at post office windows.

OCTOBER FOREIGN TRADE

Foreign commerce with the district of New York during the month of October showed continued declines in value in comparison with previous months of this year and with the abnormally large trade of 1920, according to figures issued from the office of the Collector of the Port. The decline in value over September exports and imports was \$10,084,146.

The decrease in the total is largely due to the decline in exports. Exports for October were valued at little more than one-third those of October, 1920, and show a decline of \$11,957,246 when compared with the figures for the previous month this year.

Imports, as compared with October, 1920, showed a decline of \$71,446,453 from the total of \$179,929,909 during the former month. There was a slight gain in imports in October, in comparison with the total for September, the increase amounting to \$1,873,100.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

ASSISTANCE WAS DEEMED VALUABLE

Commissioner General of Immigration Says Cooperation of Association Helped Him

WORK NOW VIRTUALLY ENDED

The Merchants' Association, through its Industrial Bureau, has taken a great interest in the situation affecting immigrants coming to the United States through the Port of New York. It made an investigation of conditions at Ellis Island and worked with the Commissioner General of Immigration in bringing about improvement.

Assistance Appreciated

The Association has offered to assist Commissioner General Husband and Immigration Commissioner Tod whenever it can properly aid these officials. It recently addressed a letter to the Commissioner General with regard to Ellis Island conditions, and Mr. Husband has replied as follows:

"In reply to your kind letter of November 10th regarding changes recently made at Ellis Island by our Department and Bureau Committee, I wish to say the members of our Committee speak very highly indeed of the helpful spirit of cooperation displayed by your Association, and state that the information furnished them by your Mr. Fry was of material assistance in individual cases.

Work Virtually Finished

"Our Committee is virtually through with its work at Ellis Island, and I am glad to know you have already advised our present Commissioner, Mr. Tod, of your interest in immigration matters, which I am sure will be much appreciated by him.

"I wish to personally thank you for your helpful attitude in this work."

MONEY LAID ASIDE

Deposits in the savings banks in the Eastern States increased last year from \$3,025,000,000 to \$3,284,000,000, showing a net increase of \$259,000,000, approximately. The increase was mainly in the banks in the State of New York, wherein the increase was \$250,000,000. With the exception of New Jersey banks, which lost approximately \$10,000,000, there was an increase in deposits in the savings banks of each State in this geographical division.

COPENHAGEN TRADE ZONE ESTABLISHED

Advantages to Shippers Are Set Forth in a Pamphlet Issued by the Free Port Company

PORT BIDS FOR TRANSSHIPMENT

A "Free Port" or Foreign Trade Zone has been established at Copenhagen, Denmark.

Advantages Set Forth

The advantages of this port are set forth in a pamphlet issued by the Copenhagen Free Port Company, Limited, as follows:

"Situated on the highway of traffic from the Atlantic to the Baltic, Copenhagen is the foremost port of transshipment for the trade from America to the Baltic countries. The day is already in sight when American goods will be carried for the most part in American bottoms, and when that happens it is a safe prediction that the Stars and Stripes will seldom be missing from the harbor of Copenhagen.

Port of Transshipment

"When a ship is bound for the Baltic with 700 tons of goods for Libau, 1,200 tons for Danzig, 300 tons for Petrograd, 800 tons for Helsingfors and 1,000 tons for Stockholm, it does not pay to go unloaded from one port to another. A port of transshipment is needed, and Copenhagen, with its free port—the terminus and port of call of numerous steamship lines and in constant communication with all countries bordering on the Baltic—seems to meet all requirements.

Customs Free

"The chief advantage of the Copenhagen free port is its freedom from any customs duties. Merchandise of all kinds is landed, stored, manufactured and transhipped to other parts of the world without a single penny being paid in customs or other dues to the Danish exchequer.

"Thanks to the ideal construction and contrivances of the warehouses and the extensive use of the most up-to-date machinery and mechanical devices, unloading and transshipment of cargoes are accomplished in a minimum of time, thus making the Copenhagen free port not only the cheapest but also the quickest port of call in the north of Europe."

The port is easily accessible, it is pointed out in the pamphlet, with a di-

rect entrance from the sound, and because of the total absence of tides is navigable at all times. Good railway facilities link up all quays and warehouses, connecting with the Danish State railways. Warehouses, free electric power and electric cranes are provided.

Two Ways to Use It

"The Copenhagen free port can be used in two ways," according to the pamphlet. "The merchant or manufacturer desirous of shipping goods through the free port may either arrange with one of the steamship companies to have his goods shipped to the port of destination on through bill of lading or shipped to the free port on option bill of lading, deferring settlement of the final destination of the goods until after their arrival at the Copenhagen free port, or the exporter may forward his goods direct to the free port for storing in the company's warehouses, and from there have them transhipped to other ports or directed into Denmark.

Warehoused Without Charge

"Transit goods are warehoused by the company free of charge for about a fortnight. For those wishing to forward goods for storing in the free port for transshipment later on it is, however, necessary to have a representative in Copenhagen or employ a local firm of forwarding agents, as the Free Port Company does not undertake forwarding business, but merely executes orders given by the shippers to their representatives or forwarding agents."

STATE TAX ON BUSINESS

The business corporation tax collected by the State in the fiscal year ended July 1 last was \$42,000,000, which, in spite of reports of business depression, is a record. The tax is based on the business done the previous year. Approximately one-third of the total collections, or \$13,429,865, was distributed to the counties of the State, as provided by the law. New York City's five counties received \$7,526,615 and the counties of the rest of the State \$5,903,249. New York City got fifty-six cents as compared to forty-four cents to the rest of the State. The distribution is based on the location of the tangible personal property of the business corporations affected.

SALES OF POSTAGE STAMPS

The United States sells 14,000,000,000 postage stamps, 2,700,000 stamped envelopes and 1,125,000,000 postal cards each year.

VOTE CAST UPON THE AMENDMENTS

Veterans' Preference and Salary Increase Proposals Beaten and All Others Win

VOTERS MUST BE ABLE TO READ

From accurate, although unofficial, tabulations made by the New York State Association of the vote cast on the Seventh Constitutional Amendment submitted to the voters at the last election, it appears that the Veteran Preference Amendment, Amendment No. 1, which was opposed by The Merchants' Association of New York, was overwhelmingly defeated.

Would Have Put Veterans Ahead

This amendment would have placed veterans of the Spanish-American and World Wars on the same basis as Civil War veterans with regard to priority of appointment in the Civil Service. The vote upon it was: In favor, 699,373; opposed, 1,101,905.

Amendment No. 2, which would have increased the salaries of members of the Legislature from \$1,500 a year to \$3,000 a year, was defeated by the following vote: In favor, 542,094; opposed, 1,003,938.

Literacy Test for Voters

Amendment No. 3 was adopted. This amendment reads as follows:

"After January 1, 1922, no person shall become entitled to vote by attaining majority, by naturalization or otherwise, unless such person is also able, except for physical disability, to read and write English, and suitable laws shall be passed by the Legislature to enforce this provision."

The vote upon it was: In favor, 891,590; Opposed, 627,042.

The Fourth Amendment, which authorizes the delegation to the county governments of Westchester and Nassau Counties of certain of the functions of town governments within those counties, was adopted by the following vote: In favor, 645,249; Opposed, 631,355.

Special Courts Authorized

The Fifth Amendment, authorizing the Legislature to establish Children's Courts and Domestic Relations Courts, was adopted by a vote of: In favor, 906,747; Opposed, 527,056.

The Sixth and Seventh Amendments, authorizing the sale of certain abandoned canal land in the central part of the State were adopted by the following votes: Number 6: In favor, 779,763; Opposed, 538,104; Number 7: In favor, 743,465; Opposed, 535,726.

The Merchants' Association of New York

The Woolworth Building
233 Broadway



"To Foster the Trade and Welfare of
New York"

Telephone Barclay 7660

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IMPROVEMENTS OF WHICH THE BOROUGH OF RICHMOND STANDS IN NEED

Following the survey of the Borough of Richmond made by The Merchants' Association through its Industrial Bureau, a summary of which was recently printed in "Greater New York," The Association's Industrial Committee has designated seven improvements of which the Borough stands in urgent need.

The location of the Borough, at the entrance of one of the finest harbors in the world, predestines it to commercial and industrial uses. It is the only portion of the City to which the trunk line railroads can gain access without employing car floats or costly tunnels. A short tube or series of tubes underneath the Narrows will connect it with each of the other Boroughs and thus supply it with the communication which is the chief obstacle to its rapid industrial development. The City has already decided to build a tunnel at this point.

Acres of industrial sites upon which manufacturing plants may be built, with access by railroad on one side and to coastwise and ocean steamships on the other, are to be had in this favored Borough. Staten Island now has all the natural advantages that Manhattan possesses. They await only the development which is certain to come.

The present isolation of the Borough is all that delays the evolution of another chapter in the marvelous history of the City's growth.

SIGNS OF IMPROVEMENT IN BUSINESS ARE MULTIPLYING

With the close of the calendar year business men are beginning to derive substantial encouragement from multiplying signs that the turn in the lane has been reached. The depression which has existed since deflation began in the Fall of 1920 is gradually giving away before a slowly rising tide of optimism.

It is natural that this change should take place. When the eager demand which followed immediately upon the signing of the armistice was satisfied, the bottom fell out of the spurt of industrial activity and deflation set in.

This proved to be a painful process, particularly in view of the fact that the financial condition of foreign countries made it impossible for them to purchase in the United States. It was necessary in a very large number of cases to make drastic readjustments of the machinery of production and to contract output so that it would meet the needs of the domestic market alone. This readjustment naturally led to unemployment and to a tremendous shrinkage of income. Falling prices proved to be a severe strain. The value of stocks of merchandise declined rapidly and the efforts of distributors to pass along a portion of the loss to the public prevented uniformity in prices and led to restriction of purchasing. Buyers held off in the hope of gaining advantage from delay.

The change that is taking place is shown in the character of the reports that are coming from the various fields of business activity. A few months ago, the staple of these reports was decreasing activity, cancellation of orders, threats of strikes and business failures. Now they portray increasing activity, peaceful wage adjustments, the reopening of industrial plants and optimistic predictions as to the future.

There seems to be a growing feeling that, speaking generally, prices have reached a normal level so that the great argument in favor of delay in purchasing has been removed. The political developments, both national and international, are of a character to inspire confidence. Enormous reductions have already been made in the burden of taxation and while a readjustment of the tariff is still pending, the recommendations of the President at least afford an indication of some things that the new law may contain.

The belief that the turn of the year will bring a definite turn from depression to business expansion is growing and while improvement may be gradual, especially at first, there is good ground for hope that it is at last assured.

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

MORE THAN 1000 BLOCK CAPTAINS HAVE BEEN LISTED

Anti-Litter Work of The Merchants' Association Starts with a Good Enrollment—Schools on the Active List—Monthly Reports Are Beginning to Come In



FLUSHING HIGH SCHOOL WHICH IS KEPT NEAT AND FREE FROM LITTER ENTIRELY BY THE STUDENTS

The Merchants' Association is actively engaged in the anti-litter campaign for the season of 1921-22.

New Block Captains Enrolled

Many new Block Captains are being enrolled under the auspices of The Association's Anti-Litter Bureau. The Bureau up to date has received 1,043 pledges from new Block Captains and 1,120 monthly reports.

Two schools have been added this year to the list in which Block Captains have been enrolled. These are the Patrick Henry, Jr., High School and Intermediate School No. 54.

Schools on Active List

Block Captain activities are carried on in the following schools:

Public School No. 30, The Bronx
Commercial High School, Brooklyn
DeWitt Clinton High School, Manhattan
Evander Childs High School, The Bronx
Girls' High School, Brooklyn
High School of Commerce, Manhattan
Hunter College High School, Manhattan
Julia Richman High School, Manhattan
Manual Training High School, Brooklyn
Newtown High School, Queens
Stuyvesant High School, Manhattan
Wadleigh High School, Manhattan
The Block Captains are showing

Pleased With Work

As illustrative of the work that is being done by the Anti-Litter Bureau, the following letter from a member who had made a complaint may be quoted:

"We wish to extend our sincere thanks for the splendid assistance rendered by you in speeding up the removal of the dirt pile outside of our door."

"We truly believe that were it not for you this pile would have been in our way for at least two weeks longer."

"It is such work as this which will promote the welfare of the merchants of this City."

much interest in their work and through their efforts the campaign of education which The Association is carrying on throughout the City shows gratifying progress.

CITY EXPENDITURES

The per capita city expenditures of the ten largest cities in the country in 1919 were as follows:

Boston, \$35.06; Pittsburgh, \$29.81; New York, \$28.34; Los Angeles, \$26.62; Philadelphia, \$24.55; St. Louis, \$23.37; Chicago, \$22.52; Detroit, \$21.13; Cleveland, \$20.96, and Baltimore, \$15.96.

Although New York comes third, it has the highest per capita spending rank of the three cities of more than 1,000,000 population. Philadelphia ranks second and Chicago third.

The total amounts expended by the ten cities in 1919 were:

Boston, \$25,902,237; Pittsburgh, \$17,262,633; New York, \$155,553,965; Los Angeles, \$14,684,143; Philadelphia, \$43,717,526; St. Louis, \$17,804,799; Chicago, \$59,055,301; Detroit, \$19,911,432; Cleveland, \$15,984,681; Baltimore, \$10,401,593.

In the group of four cities with population between 700,000 and 1,000,000 Boston leads. St. Louis is second, Detroit third and Cleveland fourth. Pittsburgh has the highest rate of the three cities with population between 500,000 and 700,000, with Los Angeles second and Baltimore third.

The chart divides expenditures into tables covering general government (mayor, aldermen, financial, legal and judicial departments, elections, government buildings, etc), police, fire, health, sewers and refuse disposal, highways, charities, hospitals and correction, schools, libraries, recreations, mothers' pensions, soldier relief and burial and pensions and gratuities to city employees.

In these twelve divisions Boston leads in seven, Pittsburgh in three, Los Angeles in one (schools), New York in one (pensions and gratuities to city employees).

WHY THE PASSPORT SYSTEM NEEDS SWEEPING REFORM

The Merchants' Association Sends the State Department a Comprehensive Statement of the Reasons Why the Present Plan of Operation Is Hurting the United States

The Merchants' Association has sent to the Hon. Henry P. Fletcher, Under-secretary of State, a comprehensive statement of the position taken by The Merchants' Association with regard to passports.

This statement contains the reasons advanced by The Association for curtailing the use of passports and also the arguments for a reduction in the ten dollar fee now exacted by the United States.

The Letter to Mr. Fletcher

The letter to Mr. Fletcher was signed by Mr. S. C. Mead, Secretary of The Association, and reads as follows:

"In accordance with the understanding reached when I was in your office recently, I am embodying in this letter a statement of the position of The Merchants' Association of New York with respect to the desirability of a prompt modification of passport laws, regulations and procedure, together with the reasons therefor.

"The Merchants' Association of New York believes that the Government of the United States, on behalf of the business interests of its nationals, should advocate the following:

"(A) If passports are still necessary in connection with travel between the United States and certain countries, our Government should lead a movement for the prompt abolition of visés, and all harassing, burdensome and needless regulations and procedure.

"(B) The present \$10.00 fee charged by the United States for issuing and viséing passports should be immediately restored to the amount formerly charged, or to whatever sum is necessary to pay the actual cost of operating the passport service.

"(C) The requirement for passports should be abolished as speedily and extensively as is compatible with public safety.

Reasons for the Proposals

"The conditions and reasons which warrant the above changes are as follows:

"(A) *If passports are still necessary in connection with travel between the*

United States and certain countries, the United States should lead a movement to bring about the prompt abolition of visés, and all harassing, burdensome and needless regulations and procedure.

"The maximum feasible reductions in passport procedure should be immediately advocated by our Government. In most instances the requirement of a visé could and should be abandoned. The passport, itself, is a guarantee of the citizenship of the traveler, which fact, for those countries in which Americans travel mostly, is all that should be necessary.

Passport Visés

"The practice of repeated visés was materially increased during the war, and has continued. The object of a visé is ostensibly to give an opportunity for the agent of the country which is to be visited to scrutinize the traveler and examine his bonafides and, further, to give the viséing office an opportunity to report the impending visit to the home government. Certainly, this scrutiny and report to the home government are not necessary in those advanced countries with which our business citizens are chiefly concerned. The presentation of a properly issued United States passport at the frontier proves citizenship, and gives as much advance notice of arrival as is reasonably necessary. To show our good faith the Department of State should waive the visé requirement for incoming travelers from many countries and then ask them to do the same for our citizens.

"The fact is that travelers complain that the visé requirements for many countries are far more burdensome than the original obtaining of the passport itself. At present, travelers waste hours and days in delays, often futile, surrounding their attempt to obtain visés abroad. Trains and steamer connections are lost, business is interfered with, and antagonism and disgust engendered on both sides. There is no survival of war conditions in most civilized countries that makes such annoyances necessary. The United States should urge, therefore, that the simple presentation of a passport at the frontier, together with the examination and the record made at that time, are all that are reasonably necessary for citizens bearing the passport of the United States. This will per-

mit the careful scrutiny, supervision and reporting to the police and other officials which were required before the war and which still obtain in certain countries.

"The fact that the abolition of visés is possible between the United States and certain countries, when mutual confidence and respect exist, is evident from the fact that various European countries have already abolished the visé. For example, Switzerland no longer requires visés for travelers entering that country for business or pleasure. Belgium has abolished all visés for allied subjects. The Merchants' Association of New York urges that the Department of State immediately obtain similar advantages for its citizens.

The \$10 Fee

"(B) *The present \$10 fee charged by the United States for issuing and viséing passports should be immediately restored to the amount formerly charged, or to whatever sum is necessary to pay the actual cost of operating the passport service.*

"The Merchants' Association has repeatedly advocated the return to the fee formerly charged for issuing and viséing passports. By an Act of Congress, effective July 1, 1920, this fee was increased to \$10, an amount admittedly far beyond the cost of maintaining passport service. The object of the increase, as stated in Congress, frankly rests in the added revenue thereby produced for our Government.

"It is the belief of The Merchants' Association of New York that the obtaining of such a certificate of citizenship is an inherent right of American citizens. Those persons obtaining passports may well be expected to pay the cost of maintaining the passport service, but they should not be expected to pay more. In our judgment it is highly improper to use this right of citizenship as a basis of taxation.

Provokes Retaliation

"One of the unfortunate results of the increase in the passport fee, which doubtless was not foreseen by our legislators, rests in the retaliatory provisions of various governments under which they have increased the charge to our nationals for a visé. Prior to the action of our Government, the established charge of most foreign governments for

EXCESSIVE PASSPORT FEES BRINGING RETALIATION

a visé was in the vicinity of \$2. Subsequent to the legislative action above referred to, and wholly in retaliation for the position taken by the United States, various countries have advanced their fee to \$10 in American gold. Among such countries are the following: Czechoslovakia, Denmark, Great Britain, Greece, Italy, Mexico, Jugoslavia, Norway, Poland, Rumania and Sweden.

"Members of The Merchants' Association who travel abroad report to us repeated embarrassment and humiliation as the result of the blunt and pointed comment which is made to them by representatives of foreign governments when they protest against the \$10 visé charge. These officials point out that the Government of the United States, doubtless the richest country in the world at present, set the example of the increased charge, and that it was frankly done in order to procure additional governmental revenue.

Effect Disastrous

"The movement initiated by our increase, therefore, has had a widespread and disastrous effect. Citizens of the United States traveling in the countries above mentioned are required to have their passports viséd frequently, and to pay \$10 for each visé. The total amount expended in such visés, even in connection with a small journey, reaches a large sum, and this is especially severe for business houses sending out traveling salesmen, or for those who are repeatedly crossing frontiers.

"Compare, for example, the annoyance and financial outlay an American citizen traveling through Europe with the ease and lack of expense surrounding a similar trip on the part of a British business man. For certain countries the British subject does not even require a passport. For other countries he does not require a visé, and for every country where a visé is required, he pays only a minimum fee. The American citizen, constantly annoyed, delayed and embarrassed, must present a passport, obtain visés, and pay fees which run into large totals.

Effect on Foreign Trade

"The foreign trade of the United States is not at present in such a robust condition as to justify its selection for additional revenue taxation. This class of business pays all of the taxes required under the various income laws of the United States, and in comparison with certain competitors doing business

in foreign countries, pays far more income taxes than are required for their competitors by their home government.

"The argument has been advanced that the additional passport fee on the part of the United States is justified in that it produces additional revenue for the Government. Possibly it does bring a certain additional amount of revenue to the United States. Our legislators did not foresee, however, the continued discrimination and retaliation against American citizens which is the direct result of their act and in fact that it compels the average American traveler to enrich the treasuries of foreign governments far more than he enriches the treasury of the United States.

Example Abroad

"Certain countries have either abolished passports or have abolished the visé. It would appear that those countries have not felt it wise or necessary to take advantage of the needs of their foreign traders and to make them the subject of onerous and annoying regulations and taxation.

"It is hoped that the Department of State will lend its support to the movement for a reduction in passport and visé fees.

"In accordance with our understanding, I am enclosing copies of letters sent by The Merchants' Association to the Chairman of the Senate Committee on Foreign Relations regarding the amount of the passport fee and his replies.

Passports Should Be Abolished

"(C) *The requirement for passports should be abolished as speedily and extensively as is compatible with public safety.*

"It is the belief of The Merchants' Association that the requirement for a passport in connection with travel between many countries and the United States can now or soon be entirely abolished. We believe that the Department of State should be constantly working toward that end.

"Passports serve as a medium of establishing citizenship. Under present conditions, however, there should be no need of establishing the citizenship of Americans traveling in most foreign countries, and of the citizens of those countries traveling in the United States. The present passport nuisance, therefore, constitutes an unwarranted impediment and handicap to business. Each step in the procedure, and each require-

ment, may seem simple, but the effects are cumulative. There is the preparation and filing of the application for a passport, with the necessity of obtaining photographs, proof of place of birth, etc.; the original \$10 fee, and the additional \$10 fee for many of the visés of other governments; the wearisome procedure and delays in obtaining visés at the consulates here; and the repeated annoyance, red-tape and exasperating and expensive delays in foreign visé offices abroad. Since the entire procedure is useless, these difficulties combine to constitute an exasperating burden on the conduct of international business.

Practice Prior to 1914

"Prior to 1914 the leading countries of the world did not require passports, although they were sometimes carried by travelers. Exceptions to this occurred with such countries as Rumania, Russia, Turkey, Persia, and possibly others. On the whole, it may be asserted, however, that even including such countries as Germany, where police regulations were unusually strict, the civilized world was, before the war, unaccustomed to universal passport requirements. During the war governments wisely attempted to hamper and limit the movement of enemy spies and agents by rigid passport requirements, and these were loyally accepted by business men. The general turmoil and the threat of Bolshevism immediately following the war seemed to justify the continuance of these requirements for a time. But, although those times are past, and more than three years has elapsed since the armistice, the passport nuisance still continues, in many instances, with a degree of rigidity approaching war conditions.

Argument for Passports

"The argument is sometimes advanced that our Government must continue to require the presentation of passports by immigrants coming to the United States in order to control immigration. There must be other methods, less generally annoying, of bringing this about. The operation of the provisions of the percentage law, with the safeguards which are or could be thrown about that law by the Department of State and the Department of Labor, will control immigration. Moreover, if such steps are inadequate, it should be possible to create arrangements whereby American consulates would cooperate in controlling and approving immigrant applications.

PASSPORTS NOT NEEDED IN CERTAIN COUNTRIES

Identical reciprocal relations with other governments for our citizens immigrating to foreign countries, if they were required, would work no burden on the United States.

Abolition Is Feasible

"The fact that our proposal for the abolition of American passports with many countries is feasible, is borne out by the experience of Belgium, Holland, France and Great Britain, which countries have negotiated reciprocal arrangements suspending passports entirely for their nationals, who now travel with the same freedom as in the pre-war period. These countries have taken this advanced position in order to encourage commercial intercourse. Why should not the United States take the leadership in making such an arrangement for its citizens?

"We, of course, heartily approve the provision announced by the Department of State some time ago which waived the requirement that a citizen of this country present a passport on entering or leaving the United States. Speaking generally, however, this ruling has accomplished little. The continued requirement abroad that our nationals present a passport largely nullifies the benefit of the ruling from a practical point of view, in that passports must inevitably be obtained. The United States still demands passports of foreigners entering this country and, naturally, foreign countries feel justified in demanding the presentation of a passport by our citizens before allowing them to enter their borders.

Countries Which Might Be Omitted

"The Merchants' Association will not attempt to enumerate the countries in which all passport procedure might be abolished. The determination of these countries properly rests with the Department of State. It would seem, however, that all of the allied countries, including the British Empire, and France and its Colonies, Spain, Portugal, Switzerland, certain countries in the Orient, South America, etc., might be wholly free from the passport burden.

"The Merchants' Association of New York trusts that the Department of State will give serious consideration to the foregoing proposals. For those countries where a passport of identification must be retained, it is hoped that the Department of State will take the leadership in urging a reduction of all

needless requirements surrounding the use of the passport. It is also hoped that the Department of State will lend its support and encouragement to a prompt reduction in the passport fee to the amount actually necessary to cover the cost of the service. Finally, we trust that an effort will be made for the entire abolition of passports for every country where that is considered possible.

"This is a direction in which the high standing and confidence which the United States enjoys abroad will permit the Department of State to make advances and assume a position of leadership. It is our belief that few countries will refuse to arrange for mutual concessions along the above mentioned lines if they are fairly presented to them. Such concessions would put this Government and its citizens in an enviable rather than a humiliating position."

War Taxes

Freight and Transportation Charges Repealed in New Law

The new revenue bill which becomes effective with January 1, 1922, in Section 500 thereof, repeals the 3 per cent tax on freight charges; the 1 per cent tax on each twenty cents paid on every express shipment; the 8 per cent tax on transportation by pipe lines; the 8 per cent tax on passenger fares, also the 8 per cent tax on Pullman tickets. The law likewise provides for the repeal of the special stamp tax on parcel post shipments.

No change has been made in connection with the tax on telegraph and telephone messages.

The attention of the shippers is again directed to the decision rendered by the Treasury Department to the effect that the present tax will be collectible on shipments forwarded prior to January 1, 1922, where the charges are prepaid, regardless of the time of the arrival of the shipment at destination. On shipments forwarded prior to January 1, upon which charges are to be collected on arrival of the shipments at destination and which shipments arrive at destination on and after January 1, 1922, the tax is not to be assessed.

POSTAL SAVINGS DECREASE

United States postal savings decreased \$1,400,000 during the month of November, leaving \$148,000,000 on deposit on December 1, 1921.

PROTEST AGAINST CAPPER MEASURE

This Association Writes to Senator Cummins Expressing Opposition to Change in the Law

TOO SOON NOW TO AMEND

The Merchants' Association has written to Senator Albert B. Cummins, Chairman of the Senate Committee on Interstate Commerce, opposing the pending amendments to the Transportation Law as contained in the bill introduced by Senator Capper which annuls the jurisdiction of the Interstate Commerce Commission in connection with the regulation of intrastate rates, and repeals the rate making and rate of return section of the act.

Quotes Recommendation

The Board of Directors took action in opposition to this bill upon the recommendation of The Association's Transportation Committee, of which Mr. C. S. Keene, Vice-President of The American Tobacco Company, is Chairman. The letter to Mr. Cummins quotes the preambles and recommendation of the Transportation Committee as approved, and concludes as follows:

"It is the view of The Association that inasmuch as the provisions in the Act to Regulate Commerce, which it is now proposed to annul by this bill, were incorporated therein by the Transportation Act of 1920 after extended hearings before Committees representing Congress as remedial legislation necessary for the relief of the railroads and proper regulation of rates by the Interstate Commerce Commission affecting interstate commerce, that no change should now be made in the existing law during the process of the readjustment of the business of the country and its transportation interests, without affording to the present law full opportunity for a fair trial and more complete developments as to wherein the present law does not properly function."

FATALITIES IN FIRES

Nearly 15,000 persons were burned to death in the United States and Canada last year and approximately 20,000 were injured, a large percentage permanently. More than 70 per cent of the persons killed or injured were women and children of school age or under.

NEW YORK CITY AN INDUSTRIAL CENTER

Produces More than One-twelfth of the Manufactures of the Entire United States

PRODUCTION IN THE STATE

New York City produces more than one-twelfth of the manufactures of the country, the total value of the City's manufactured products in 1919 having been \$5,267,343,000, the Census Bureau announces.

Of the cities in New York State with a population of more than 25,000 Mt. Vernon showed the largest increase in the value of manufactures in the decade with 279 per cent over 1909.

Cities and Production

The ranking of the cities of New York State in the value of their manufactured products in 1919, with the percentage of increase over 1909, the total amount paid in salaries and wages, and the percentage of increase over the previous ten years, follows:

City	Value of Manufactures	Inc. P. C.	Wages and Salaries	Inc. P. C.
New York—	\$5,267,343,000	129.7	\$1,044,529,000	104.5
Buffalo—	624,399,000	156.3	127,563,000	156.2
Rochester—	351,416,000	149.8	93,961,000	140.3
Syracuse—	149,906,000	137.4	42,271,000	136.7
Yonkers—	140,017,000	108.3	16,594,000	102.4
Schenectady—	106,531,000	118.5	33,527,000	120.8
Niagara Falls—	83,627,000	86.7	18,956,000	122.4
Utica—	77,746,000	155.0	20,105,000	139.8
Troy—	74,837,000	87.4	16,023,000	43.0
Amsterdam—	52,851,000	136.2	11,404,000	94.7
Albany—	45,455,000	80.3	10,872,000	92.1
Auburn—	40,642,000	143.6	9,409,000	110.2
Binghamton—	40,638,000	121.3	8,845,000	79.1
Jamestown—	37,985,000	111.5	11,284,000	92.3
Elmira—	33,494,000	165.9	11,602,000	206.0
Newburgh—	29,372,000	199.1	7,211,000	140.7
Poughkeepsie—	28,909,000	126.0	8,293,000	149.7
Rome—	24,461	47.3	4,566,000	74.9
Watertown—	19,037,000	105.1	5,421,000	116.0
Kingston—	15,857,000	146.0	4,370,000	140.0
Mount Vernon—	12,005,000	270.0	3,787,000	233.7
New Rochelle—	4,400,000	153.1	1,530,000	125.3

NEW YORK'S HEALTH

Brooklyn Times

The death rate was lower in New York City during the week ending September 17 than for any week in the history of

the Health Department's Bureau of Vital Statistics. The rate was 8.88 a thousand of population. The death rate is always lower in Summer than in Winter, because the population is reduced in gross by the vacationists, and there is more opportunity for people to get out of doors in the warm months.

It appears that the whole year has been a healthy one. Possibly the last open Winter had something to do with this fact. It may be that the maxim: "A green Winter makes a fat churchyard," is all wrong.

Still, Dr. Copeland sees a possible danger in the fact that overcrowding is increasing. He is fearful that should an epidemic occur the distribution would be wide. "Our present greatest concern," he says, "relates to infant paralysis."

It is singular that New York, with all its crowding, and all its streets, should have such a low mortality rate. However, there is nothing so full of surprises as the study of vital statistics. A little while ago it was revealed that infant mortality was much less in the crowded portions of the city than in the sections occupied by the well-to-do.

The explanation was made that poor mothers give more attention to their children than rich mothers.

Whether or not that is the real reason, it seems a fact that in our crowded city health conditions are good, notwithstanding the subways, the density of population, the perils of industry, the existence of poverty and the present unemployment crisis. New York is a pretty good town.

MILK FOR EUROPE

In September 24,913,582 pounds of evaporated milk were exported through the Port of New York. The largest buyer was Germany, which purchased 7,460,551 pounds. England bought the next largest amount, 6,757,609 pounds. France was third with 4,722,085 pounds and Poland fourth with 2,821,970 pounds. Almost one-half of the powdered milk exported was destined for Germany. Holland and England were also large importers of American powdered milk, the total exports of which amounted to 2,110,890 pounds in September.

The total exports of condensed milk through the Port of New York amounted to 7,625,864 pounds in September. The largest importer of condensed milk was Cuba with 1,861,233 pounds. England bought the second largest quantity, 1,698,348 pounds; Germany was third with 1,356,850 pounds.

SEEKING FIGURES ON UNEMPLOYMENT

Committee on Statistics Is Engaged in Making Its Second Test of Prevailing Conditions

TO ASCERTAIN THE TREND

The Committee on Unemployment Statistics for New York City which was recently appointed in accordance with the recommendations of the President's Unemployment Conference, is engaged in compiling its second report on employment in the City. Mr. William Fellows Morgan, President of The Merchants' Association, is Chairman of the Committee, and Mr. Martin Dodge, Manager of the Industrial Bureau of The Association, is its Secretary.

Request for Information

A circular letter is being sent to employers who furnished confidential information in October with regard to the number of persons on their pay rolls on January 1, 1920, and October 17, 1921.

The new inquiry asks for the total number of persons on the pay roll on December 15 in order that the trend of employment since the last inquiry, on October 17, may be ascertained. All information furnished by these inquiries is confidential and no names of firms are permitted to appear in the report of the Committee. The actual figures furnished are merged with other figures so that there is no possibility that individual reports will become matters of public knowledge.

Employers are asked to describe any successful remedy that they may have devised for relieving unemployment.

THE DEATH RATE

Fifty years ago the death rate from typhoid fever was 40 per 100,000 of the population; to-day it is 2 per 100,000, a reduction of 95 per cent. The diphtheria death rate has been reduced from 154 to 18; scarlet fever from 91 to 4; whooping cough from 37 to 11; pulmonary tuberculosis from 376 to 109; diarrhoeal diseases under five years of age, from 348 to 48 per 100,000 of the population. It will be evident that the war against diseases has been carried on successfully during all these years. Infant mortality, which twenty years ago was represented by 173 deaths out of every 1,000 children born, now hovers around 75 deaths calculated on 1,000 births.

COMPLIMENTS FOR WORK OF MERCHANTS' ASSOCIATION

In Acknowledging the 1921 Year Book, Members, Commercial Organizations and Foreign Trade Officials Express Appreciation of the Record Made Last Year

Letters from members, commercial organizations and trade officials, acknowledging the 1921 Year Book of The Merchants' Association, contain complimentary and appreciation expressions.

Calls It the Best

Detroit Board of Commerce, Detroit: "I consider your 'weekly publication, 'Greater New York,' the best commercial organization house organ published in the United States. Your Year Book is always a source of information and inspiration."

Indianapolis Chamber of Commerce, Indianapolis: "Your Year Book is a masterpiece of its kind, and will prove most helpful as a book of reference. It is fine cooperation to send copies to other organizations."

Association of Commerce, Urbana, Illinois: "I wish to acknowledge receipt of the Year Book of The Merchants' Association of New York, which you recently mailed to me. I would like to commend you for your efforts in compiling such an excellent publication and for your splendid list of Association activities which it contains."

Jenkins Brothers, 80 White Street, New York: "We are in receipt of your Year Book for 1921, and wish to convey to you our appreciation of the work that your Association has done. We have followed with interest your activities, and we wish to commend the helpful steps that your organization has taken toward bettering trade conditions in this city."

Carthage Chamber of Commerce, Carthage, New York: "We are in receipt of the complimentary copy of your 1921 Year Book. It was a pleasure and inspiration to survey your activities of the past year."

"Valuable Addition"

From the American Consulate General at Curocao, West Indies: "I take pleasure in acknowledging receipt of the 1921 Year Book of your Association, which will be found a valuable addition to the files of this office."

"Should I know of any business men contemplating a visit to New York, I shall suggest they call at your Association."

From the American Consul at Vigo, Spain: "The Year Book is a most useful reference work, and is of assistance

THE MERIDEN CHAMBER OF COMMERCE

Meriden, Connecticut

October 6, 1921.

The Merchants' Association of New York, Woolworth Building, New York, N. Y.

Dear Sir: This will acknowledge with thanks the 1921 Year Book of The Merchants' Association, which has just been received by this office.

We greatly appreciate your kindness and courtesy in continuing to send us this Book each year, and I have gone over it with a great deal of interest.

In addition to the interesting reports of the work of The Association, we also find it valuable on account of the classified business directory of your members in the back.

Very truly yours,

H. N. CLARK,

Secretary.

both to Spanish business men and to the Consulate in the rapidly growing Hispano-American commercial relations. If I can be of service to you, please call upon me."

From the American Consul at Antwerp, Belgium: "This Year Book has arrived and has been placed in our files."

"I wish to express to you my sincere appreciation for your courtesy in sending this book to us and assuring you of my sincere desire to be of service to your organization whenever possible."

Hopes to Cooperate

From the American Consul General at Rotterdam: "I have pleasure in acknowledging receipt of your interesting letter of October 15th, as well as the copy of your book mentioned therein. I am making particular note of the service you give and will be glad to call the attention of Dutch business men visiting the United States to the facilities you offer."

"I trust that I can cooperate with you acceptably and usefully."

From the American Consulate General at London: "The Consul General has directed me to acknowledge the receipt of your letter of October 15, 1921,

advising that your 1921 Year Book is being mailed to this office and to say that he greatly appreciates your sending this volume and will be very glad to see the report of your Foreign Trade Bureau to which you call special attention.

"The Consul General was especially interested to note your statement that you are assisting foreign houses to sell merchandise in the United States as well as to purchase American goods and will be very glad to call the attention of your services in those directions to local firms who frequently ask for assistance in these matters."

"Mr. Skinner wishes also to assure you that this office is at all times completely at your service."

Wants Introduction Cards

From the American Consul at Vera Cruz, Mexico: "I beg to acknowledge receipt of your communication of October 15, 1921, advising of the sending of your 1921 Year Book, which will be a very welcome addition to our commercial library."

"This Consulate will be glad to receive another supply of introduction cards, as I have availed myself of your kind offices on many occasions, and find that leading Mexican merchants express themselves as delighted with the attention received at your hands."

From the American Consul at Halifax: "I have for acknowledgment yours of the 15th ultimo, in which you state you mailed, under separate cover, your 1921 Year Book."

"The book has been placed in the commercial library of this Consulate General where it will be readily available for all inquirers. It will be a pleasure to refer responsible business houses to you for further information."

"Though undoubtedly understood, it may be mentioned that this Consulate General will be greatly pleased to serve your organization in every possible way."

NATURALIZATION OF ALIENS

The largest percentage naturalized in the total foreign-born population of any State, 73.3 is shown for North Dakota. and the smallest, 14.8, for Arizona. The largest percentage of aliens, 78.7, was shown in Arizona, and the smallest, 11.6, in South Dakota.

BARGE CANAL IS GREAT WATERWAY

State Superintendent of Public Works Describes New York's System of Water Routes

CARRIES BOATS 300 FEET LONG

Prepared by the Hon. C. L. Cadle, State Superintendent of Public Works

The movement of freight by water is the cheapest method of transportation, and it is of the highest interest to trade and commerce that such a great competitive influence as the New York State canal system should be maintained. Water transportation furnishes trade with the surest regulatory influence on freight rates.

The State Canal System

The New York State canal system is a magnificent engineering achievement and possesses many physical and economical advantages. It extends from Buffalo, on Lake Erie, through the State of New York to New York City, a distance of 500 miles. The zone traversed is a fertile one and within twenty miles of the canal route there reside 8,000,000 people or 87 per cent of the population of the State. The cities of Albany, Troy, Schenectady, Utica, Syracuse, Rochester, Lockport and Buffalo have a combined population of more than a million people. There are 6,000 manufacturing industries in these cities and the many smaller cities and villages which touch the canal line.

A Great Waterway

The New York State canal system includes a series of canalized rivers and lakes and, with the exception of the locks and dams, the conditions encountered are such as are found in ordinary river navigation. The total mileage in canalized rivers and lakes is 382. One of the greatest inland waterways in the world offers its wonderful facilities to commerce in its movement from the West to the Atlantic and from the sea-coast to the Great Lakes regions.

A depth of twelve feet has been provided. The width of the new channel necessarily varies. Through canalized rivers and lakes the channel is at least 200 feet wide. Through rock cuts in land lines there is a minimum bottom width of ninety-four feet, and through earth sections seventy-five feet.

Locks 310 Feet Long

The dimensions of all locks are identical. The length of the lock chamber

from the lower gate to the breast wall is 310 feet, which, considering the operation of the gates, will permit the locking of a barge 300 feet long. The width of the lock chambers is forty-five feet.

From the Hudson River at Waterford, just above the head of tidewater, this wonderful waterway connects with Lake Erie at Buffalo and with Lake Ontario at Oswego. A lateral canal extends southerly to Cayuga and Seneca Lakes, while on the north the Champlain Canal taps Lake Champlain at Whitehall and serves the northern districts into the interior of Canada, through the Richelieu River and the Chambly Canal.

The Terminals

The terminals at the various ports offer every facility for the aid of commerce. All the municipalities have splendid docks, owned and operated by the State, with warehouses where goods may be stored temporarily. Modern freight handling machinery also is provided. Interchange between rail and canal has been effected at Albany, where connection exists with the Delaware and Hudson and the New York Central railroad; at Troy with the New York Central and Boston and Maine and at Schenectady and Buffalo with the New York Central.

In the City of New York there are available State terminals at Piers 5 and 6, East River; at West Fifty-third Street on the Hudson River; at Gowanus Bay and Newtown Creek, Greenpoint, in the Borough of Brooklyn, and at Mott Haven. A mammoth warehouse has been completed at Gowanus Bay. It is the aim of the harbor masters at the various terminals to keep in touch with boatmen and shippers, and promptly furnish information which will facilitate traffic.

Rates

The canal furnishes the cheapest form of transportation. Carrier companies are glad to furnish rates and offer shippers attractive terms. A substantial saving is made on shipments from Buffalo to New York. The saving in cost is even greater to the shippers of the Middle West and the great Northwest.

Operating companies on the canal are equipped with commodious barges for hauling traffic. All terminals are provided with ample facilities for loading and unloading boats with care and promptness.

Keep your file of "Greater New York" complete. You can get a special cover for it on application—price sixty-five cents.

ERICSSON TABLETS HAVE BEEN MADE

Designed by Mr. Isadore Konti and Approved by Municipal Art Commission

CEREMONIES FOR UNVEILINGS

The four tablets which are to be erected in this City on March 9, 1922, the Sixtieth Anniversary of the battle between the Merrimac and the Monitor in commemoration of Ericsson, inventor of the Monitor and his partner, Mr. DeLamater, have been designed by Mr. Isadore Konti. The Municipal Art Commission has approved the designs and the tablets will be in the permanent care of the American Scenic and Historic Preservation Society.

Three of these will mark sites of buildings in the Greenwich Village section of the City and the fourth in the Greenpoint section of Brooklyn.

The Unveiling Ceremonies

It was tentatively decided to have the unveiling ceremonies take place simultaneously at these sites in the afternoon of the date mentioned, under the supervision of separate groups, viz.: The Phoenix Foundry tablet at 260 West Street by descendants of Mr. James Cunningham, proprietor; the Captain Ericsson's residence tablet at 36 Beach Street by the Captain John Ericsson Memorial Society of Swedish Engineers; the DeLamater Iron Works tablet on the Cunard Pier, foot of West Thirteenth Street, by The Associated Veterans of the DeLamater Iron Works and the DeLamater family; the Continental Iron Works tablet at West and Calyer Streets, Brooklyn, by the descendants of Mr. Thomas F. Rowland, proprietor.

Evening Exercises

In the evening there will be a public meeting in a hall or a public dinner in a hotel where addresses will be made, etc. In either case the Federal, State and municipal governments will be represented, and the Swedish Minister and Consul are expected to be present.

A letter from the Associated Swedish Engineering Societies of Stockholm was presented stating that they will hold a simultaneous celebration in Sweden and that a representative, Mr. Olaf Rodhe, would be in this country soon to arrange for cooperation and exchange of felicitations on the occasion.

PROMISES INQUIRY IN BAGGAGE RATES

This Association Appeals to Commissioner Prendergast, Who Will Take the Matter Up

COMPLAINT MADE BY MEMBERS

In response to complaints of the high cost of moving baggage in New York City, The Merchants' Association has asked the Public Service Commission to endeavor to bring about a reduction in the rates and an investigation has been promised.

Asks for New Inquiry

In a letter to Commissioner William A. Prendergast, The Association says:

"This Association has recently received complaints from several of its members as to the existing charges for baggage transfer in this City, the rates of which were approved by the Commission, August 28, 1920.

"We are informed that there has been such a change in the conditions, which at that time justified the rates imposed, as to warrant a reopening of the matter with a view to substituting new and lower rates for those now prevailing. We respectfully request, therefore, that the Public Service Commission again take up the matter informally with the companies to learn whether or not a reduction of rates is warranted and would be accepted by the companies. We believe that such action by your Commission is desirable in view of the public dissatisfaction with existing rates, and the general belief that they are excessive."

Will Re-examine Charges

Commissioner Prendergast replied as follows to the suggestion that the fairness of baggage transfer rates be re-examined in the light of changed conditions:

"Your letter of the 8th instant has been forwarded to me here. Early last summer I had occasion to examine the question of charges for baggage transfer in New York City. It did not seem at that time that it was opportune to suggest changes, especially as there was a possibility of a strike. However, I will go into the matter again and give it my attention on my return to New York on Monday."

Special "binders" or covers for "Greater New York" may be had for sixty-five cents.

Business Ethics

The Merchants' Association has received the following letter from a well-known New York City firm which is a member of The Association:

"New York, December 2, 1921.

"The Merchants' Association of New York, New York, N. Y.

"Dear Sirs: Referring to the current number of 'Greater New York,' issued under date of the 28th ultimo, we have read with much interest the subject discussed on page eight thereof, and we are glad to state that we most heartily approve of the attitude you have taken in that connection.

"We believe that it is only by condemning immediately, and in no uncertain terms, practices of this character, that the principles and ideals of The Association will be sustained and its objects achieved. How any right-thinking business man can reasonably contend that he is within the scope of good business ethics in addressing a communication to the membership with reference to his business is entirely beyond our comprehension. It destroys The Association spirit altogether.

"Assuring you that you have our unqualified support in the position that you have taken in this and related matters, we are

*"Yours very truly,
"_____,"*

SALONIKI TRADE

American Exporters Are Advised by Cable to Demand Payment Against Documents Here

A cable of recent date has been received from a reliable source, stating as follows:

"American exporters are informed that until further notice it is advisable to demand payment against documents in New York for shipments intended for Saloniki, Greece. The merchants in Saloniki are not able to take up documents, as the Greek Bank Consortium does not sell them exchange. It is reported that because of this situation, there now lies in the Customs House English cloths amounting in value to about 15 million drachmae. It is understood, however, that transactions through Servian banks are not included in the above statement."

NEW REQUIREMENTS ALARM SOLICITORS

Collectors of Charitable Contributions Study the Provisions of the New City Ordinance

MUST HAVE A LICENSE NOW

Prepared by the Bureau of Advice and Information of the Charity Organization Society

The Bureau of Advice and Information has been called upon to render a new type of service owing to the recent adoption by the Board of Aldermen of an ordinance to regulate the solicitation of contributions in public.

The New Ordinance

This ordinance provides that

"No person, organization, society, association or corporation shall solicit money, donations, or financial assistance of any kind, upon the streets or in public places in the City of New York except upon a license issued by the Commissioner of Public Welfare and under such regulations as hereinafter provided."

Other sections of the article define the conditions of securing permission, penalties for violation, etc.

Solicitors Are Nervous

The would-be solicitor is nervous about this document and two representatives of the order have already appealed to this Bureau for information. The first was a woman who stated that everyone "of course" knew that every society employed a lot of solicitors for a month or so around the holidays and she thought she might as well do some of the work and come in for her share of the proceeds. After correcting her assertion about what "every society does" we presented a copy of the ordinance. She studied the article closely and then questioned us as to just what her responsibility and her liability as an employed solicitor would be under a series of possible conditions. At the close of a serious discussion of the subject she remarked as she left us that she thought she would have to watch her step.

The next inquirer was an ex-soldier who had been engaged to solicit on behalf of an organization promising relief to his fellow veterans. He studied the ordinance with equal eagerness and left us in search of further information about the organization in whose cause he had enlisted.

FAMILIES IN THE UNITED STATES

There are 24,351,676 families in the United States.

GREATER NEW YORK

Bulletin of The **MERCHANTS' ASSOCIATION** of New York

VOL. X

NEW YORK, MONDAY, DECEMBER 26, 1921

Index

INDEX TO VOLUME X

The references in the following index are to the numbers of the issues of "Greater New York" during the year 1921 and to the page of the issue designated.

A		No.	p.			No.	p.			No.	p.
Academy of Political Science,				Albany, New York, Chamber of Commerce,				American Red Cross,			
Account of annual meeting.....		41	9	Calls conference on unemployment..		38	3	Disaster Relief Committee for the			
Accidents,				Aldermen, Board of,				Metropolitan Area arranges to			
Motor Vehicle,				Powers in relation to sale of theatre				supply first aid cabinets.....		7	15
Chicago Statistics.....		9	10	tickets, Bill, Abstract of.....		5	10	American Society for the Control of			
Deaths rate from, in California,				Allens,				Cancer,			
Connecticut, New York and				Naturalization of.....		46	14	Recommends distribution of leaflets			
Washington.....		45	6	Allentown, Pennsylvania, Chamber of				among employees.....		40	10
Deaths from, in 1919 show increase		11	16	Commerce,				"America's Making" Exposition,			
Deaths from, in 1920 show increase		41	11	Publishes new paper entitled "Al				Report and resolution endorsing pur-			
Deaths from, in sixty-six cities..		11	20	lertown".....		1	4	poses of.....		38	5
Kill more people than the rail-				American Bankers' Association,				Amsterdam, New York, Board of Trade,			
roads.....		12	3	Adopts resolution approving pur-				Adopts resolutions and gives pub-			
Laws and regulations to prevent,				poses of International Chamber		43	5	licity to daylight saving cam-			
See Traffic laws and regulations				of Commerce.....				paign.....		5	7
Problems to be solved.....		33	6	Asked to hold annual convention in				Desires to cooperate in daylight			
Table for eighteen largest cities..		34	11	New York City.....		45	14	saving campaign.....		4	12
Railway,				To hold 1922 convention in New				Endorses daylight saving.....		8	3
Deaths from, decline.....		11	19	York City.....		46	3	Animal Industry,			
Within the City, for ten months				American Chamber of Commerce for the				Cattle, hog, sheep, Increase "in,			
ended October 31, 1919, show				Levant,				since 1914.....		1	12
decrease.....		4	16	Statement of hotel situation in Con-				Annual Meeting of Members,			
Steamships, See Collisions at sea				stantinople.....		9	14	Account of.....		21	3
Vehicular, Police statistics showing				American Chamber of Commerce in Lon-				Notice.....		19	16
number of.....		43	6	don,				Anti-dumping Legislation,			
Accountancy,				Tells of possibilities in the United				Discussed at hearing by House			
Practice of, by corporations, Bill to				Kingdom for American petro-				Ways and Means Committee..		10	16
permit, Abstract of.....		15	14	leum products.....		34	9	Anti-Litter Bureau,			
Accountants Club,				American Chamber of Commerce of Sao				Ashes, garbage and refuse, Com-			
Invites members of Association to				Paulo,				plaints regarding collection of,			
attend its meetings.....		2	5	Calls attention of American export-				investigated.....		5	11
Adams, T. Albess,				ers to Brazilian customs rules				Asks schools to aid in its work dur-			
Speaks for State of New Jersey at				covering abbreviations.....		3	15	ing coming year; letter to Su-			
Members' Council luncheon				American Chamber of Commerce in				perintendent and reply.....		33	5
meeting on the Port of New				Spain,				Block Captains,			
York.....		22	11	Sends letter to Association telling of				Give prompt cooperation in snow			
Advertising,				Barcelona Fair.....		30	11	removal inspections.....		10	12
False and misleading, Law making				American Cotton Association,				Hold first meeting in Assembly			
a misdemeanor, Abstract of... 20			14	Annual meeting, 1921, Topics;				Room.....		12	8
In foreign countries, Defect in,				speakers.....		21	12	Hold meetings; addressed by			
pointed out by foreign corre-				American Express Company,				Manager and by public offi-			
spondent.....		21	5	Issues pamphlet of information on				cials.....		17	9
Names and portraits, Use of,				shipping operations in Argentine				Letter of acknowledgment from			
Bill to permit, Abstract of.....		12	7	ports.....		11	17	Mayor relative to assistance			
Law permitting, Abstract of.....		20	15	American Federation of Arts,				rendered by Block Captains... 20		20	20
Advertising Signs,				Holds exhibit of prints and photo-				Letter to school principals asking			
Out-of-door, Tax on, Bill to im-				graphs of famous pictures at				cooperation through appoint-			
pose, Abstract of.....		6	18	Sage Foundation Building.... 39		4		ment of, during coming year... 39		8	
Advisory Council of Real Estate Inter-				American Legion,				New enrollments; schools on ac-			
ests,				Forbids collection of donations with-				tive list.....		46	9
Favors daylight saving.....		5	6	out authority from headquar-				Summary of work for the year... 29		10	
Statement urging the removal of the				ters.....		8	16	Work of, called "very helpful" by			
post office building from the				"American Machinist,"				Police Commissioner.....		21	12
City Hall Park.....		40	7	Daylight saving.....		11	5	Cooperation of Fifth Avenue Associ-			
Agricultural Law,				American Optometric Association,				ation with work of, arranged.. 11		13	
Milk, Imitation, Manufacture and				Annual meeting, 1921, held in New				East Side Conditions,			
sale of, Bill to prohibit, Ab-				York City; America shown to				Health Commissioner promises to			
stract of.....		11	15	be the leader.....		35	3	remedy.....		30	15
Airplane Fair,								Letter from member giving thanks			
International, Seventh annual event								for assistance of.....		46	9
to be held in Paris.....		35	5								

	No.	P.		No.	P.		No.	P.
Letter from President Borough of Manhattan commending "excellent work" of.....	19	7	Population figures.....	26	7	Barge Canal,		
Manager. See Copson, Clyde A. Report,			Tariff, Deferred duties, Further postponement of.....	11	17	City of Beacon asks for terminal; letter to Superintendent of Public Works.....	21	5
December.....	5	11	Letter from Commissioner of the Commonwealth announcing postponement.....	15	13	Described by "Journal of Commerce".....	41	5
March.....	17	9	Austria,			Described by State Superintendent of Public Works.....	46	15
Sniping practice,			Commerce, Figures showing decline in.....	45	10	Equipment offered for sale by Government.....	10	15
Asks cooperation of Police Department and Chief City Magistrate in campaign against.....	10	13	Austro-Hungarian Bank,			Location of terminals discussed at convention of New York State Waterways Association.....	40	2
Cooperation of Marines, Navy, theatrical managers and Billposters Union secured.....	9	10	Reports on paper money in circulation.....	2	12	Navigation on, to be resumed; companies operating.....	17	3
Revives throughout the City; conditions described.....	4	16	Automobiles,			Return of, to State, Bill passed authorizing.....	10	15
Text of State law forbidding; efforts for its enforcement to be continued.....	1	12	Used by Farmers.....	39	9	Service to shippers through.....	29	11
Tour of The Bronx, Manhattan and Brooklyn reveals many violations of.....	1	12	See also Motor vehicles			Statement issued by State Superintendent of Public Works giving facts regarding traffic on.....	43	9
Ways of preventing; work shows results.....	9	9	B			Tour of inspection,		
Tells of work accomplished and asks cooperation of business men.....	15	9	Badges or Buttons,			Association cooperates with Hudson Valley Federated Chambers of Commerce in carrying out.....	35	12
Vandalism rife in City's parks and public places, enforcement of laws sought.....	27	9	American Legion or Military Order of the World War, Unauthorized wearing of, Law forbidding, Abstract of.....	13	11	By Federal and State officials, representatives of Chambers of Commerce and shippers; Governor's letter; tentative program; headquarters.....	37	12
Apple Day Trophy,			Issued by any government, Unauthorized wearing of, Law forbidding, Abstract of.....	16	12	Called an "eye-opener".....	40	6
Awarded to New York City.....	3	15	Baggage Transfer,			Described in report by Director of Bureau of Research.....	40	
Arbitration, Commercial,			Rates, Inquiry into asked, and promised by Public Service Commission.....	46	16	Necessary and timely.....	39	6
Resolutions adopted by the International Chamber of Commerce.....	30	3	Bakers,			Barge Canal Week,		
Uniform laws, State and Federal, under consideration.....	19	4	See New York State Wholesale Bakers' Association			To be observed throughout State in February; Chairman of Committee on Arrangements.....	40	2
Architects,			Baldwin, William M.,			Barnes, Julius H.,		
Registration regulations, Bill, Abstract of.....	11	14	Chairman of Committee on Military Affairs.....	10	6	Believes Foreign Trade Financing Corporation will help business.....	12	2
Argentine Republic,			To represent Association at Armistice Day ceremonies in Madison Square Garden.....	40	1, 12	Batchelder, Roger,		
Shipping operations, Summary of laws, regulations, tariffs and general practice.....	11	17	Baltimore, Maryland, Chamber of Commerce,			Presides at luncheon to winners of fly essay contest.....	18	2
Armaments, Limitation of,			Endorses daylight saving campaign.....	4	12	Batteries, Storage,		
Copies of preambles and resolutions relating to, forwarded to President Harding and American members of the Armament Commission.....	41	12	Baltimore, Maryland, Merchants' and Manufacturers' Association,			Defacing or recharging, Bill to make, a misdemeanor, Abstract of.....	10	12
Debt of the world the strongest argument for.....	44	6	To be represented at daylight saving conference.....	6	7	Battle, George Gordon,		
Editorial on coming conference.....	40	6	Banham, Walter J. W.,			Member of Committee on Daylight Saving.....	4	11
Report embodying preambles and resolutions in favor of.....	40	1	Member of Committee on Highway Development.....	11	9	Beans,		
Resolution adopted by Executive Committee of the International Chamber of Commerce urging agreement at Washington conference.....	44	1	Banking Law, State,			Exports from New York during September.....	46	3
Speech of Viscount Bryce at Members' Council luncheon meeting, October 4.....	36	4	Bank holidays, Saturdays in July and August to be observed as, Bill, Abstract of.....	11	15	Beck, James M.,		
Telegram to Secretary of State Hughes expressing approval of proposal for.....	42	1	Checks, payment of, corporations, partnerships, etc., Bill to regulate, Abstract of.....	6	17	Resigns from Board of Directors.....	1	12
See also Disarmament			Licensing of dealers to prevent fraud in the sale of stocks and bonds, bill to provide for, Abstract of.....	11	15	Bedford, A. C.,		
Armistice Day,			Reports, names and compensation of officials, statement of mortgage loans, Bill to require, Abstract of.....	10	9	Discusses business conditions at Members' Council luncheon meeting, January 19.....	4	
Association to be represented at ceremonies in Madison Square Garden.....	40	1	Saving and loan associations, Dividends, Manner of declaring, Law, Abstract of.....	16	12	Beer for Medicinal Purposes,		
Meetings in New York; Association's representatives; speakers.....	40	12	Savings Banks,			Manufacture and sale, Bill to prohibit, Abstract of.....	13	11
Art Center, Incorporated,			Interest payments, Monthly, Bill to require, Abstract of.....	7	13	Beggars and peddlers at entrances to subways and elevated railroads,		
Societies included in; officers; objects; statement by Managing Director.....	31	13	Interest payments on deposits in, Bill to regulate, Abstract of.....	8	10	Comment by New York "Sun" on action of Association.....	21	2
Ashes and Waste,			Powers of, regarding money for transmission, Law, Abstract of.....	16	12	Letters to transit companies and Police Commissioner requesting that steps be taken to suppress annoyance at.....	19	12
See Anti-Litter Bureau			Securities Commission to prevent fraud in the sale of stocks and bonds, Bill to create, Abstract of.....	9	11	Protest against, renewed; letter to the Hudson and Manhattan Railroad Company.....	21	4
Assessed Valuation,			Bankruptcy,			Replies from Police Commissioner and President of Interborough Rapid Transit Company.....	29	
Buildings in New York City.....	36	8	Members complain of delay in settlement of cases; letter regarding remedy provided for in pending congressional bills.....	43	3	Belgian Building Mission,		
Hotels in New York City.....	37	12	Petitions filed for Southern District of New York.....	15	13	To examine American models; members.....	27	3
Atlantic Travel,			Barcelona Fair,			Bellevue Hospital,		
Statistics, 1921.....	38	11	Letter from American Chamber of Commerce in Spain announcing.....	30	11	Work of.....	7	2
Australia,						Bermingham, J. F.,		
Customs duties, Allowance in certain cases for payments made in the United States.....	38	9				Member of Coal Shortage Committee.....	9	14
						Bill of Lading Act, Federal,		
						Report favoring proposed amendment to.....	42	6

	No.	p.		No.	p.		No.	p.
Billposting,			Brazil,			Building Construction,		
United States Marine Corps and			Customs rules covering abbrevia-			Conditions in Boston and Rochester	30	9
United States Navy Agree to			tions called to attention of			Paralyzed by high cost of material		
refrain from.....	9	10	American exporters.....	3	15	and high wages; analysis of		
See also Anti-Litter Bureau, Snip-						Cleveland report.....	29	7
ing practice			Breed, William C.,			Registration of architects, builders		
Births,			Chairman of;			and engineers supervising, Bill		
See Deaths, Births and Marriages			Committee on Charter Revision...	27	10	to require, Abstract of.....	10	10
Bixler, H. C.,			Committee on City Government...	35	11	Statistics on, compiled by Cham-		
Appointed Transportation Engineer			Member of committee in charge of			ber of Commerce of the United		
on Engineering Staff of Port			Citizens' Meeting to obtain Jus-			States	45	10
of New York Authority; previ-			tices for the Wounded.....	13	7	Survey by Industrial Bureau, Edi-		
ous experience.....	26	5	Presides at,			torial on.....	29	6
Block, Siegfried,			Members' Council luncheon meet-			Survey of the situation in the		
Endorses daylight saving upon re-			ing, January 19.....	4	1	larger cities of the United States	28	1
quest of fellow members of			Members' Council luncheon meet-			See also Housing legislation		
medical societies.....	9	5	ing, October 5.....	36	1			
Bloomington, Indiana, Chamber of Com-			Represents Association at annual					
merce,			meeting of Chamber of Com-					
Publishes "Bloomington Business"...	4	12	merce of the United States.....	17	11	Building Trades,		
Blue Sky Laws,			Bridgeport, Connecticut, Chamber of			Wages,		
Fraudulent practices in connection			Commerce,			Letter to Samuel Untermyer mak-		
with sale of stocks and bonds,			Favors daylight saving.....	3	6	ing inquiry regarding tax on		
Law regulating, Abstract of..	30	15	Brindell, Robert P.,			earnings for the privilege of		
Licensing of dealers in stocks and			See Building trades, Wages			working	21	4
bonds, Bill to provide for, Ab-			Broadway Association,			Letter to Samuel Untermyer point-		
stract of.....	11	15	Publishes house organ called "Broad-			ing out some detrimental		
Securities Commission to prevent			way"	29	9	practices, and agreeing that in-		
fraud in the sale of, Bill to cre-			Brokers,			vestigation must apply to both		
ate, Abstract of.....	9	11	See Merchandise brokers and manu-			sides	45	16
Securities Law, Bill to enact, Ab-			facturers' agents			Matter further considered; second		
stract of.....	6	18	Bromine,			letter to Samuel Untermyer... 33	7	
Bluefield, West Virginia, Chamber of			Production, 1920.....	23	6	Reply to letter of inquiry..... 25	11	
Commerce,			Bronx Board of Trade,			Reply to second letter requesting		
Favors daylight saving.....	4	11	Sends letter to Federal and State			elimination of increase in;		
Blum, Edward C.,			officials defining position on			bullding probe not complete.. 39	2	
Member of Committee on Public			daylight saving.....	8	5	Buildings,		
Utilities and Law.....	7	11	Bronx Parkway Commission,			Proposed amendment to Electrical		
Blumenthal, Sidney,			Enforces economy by reducing wages	3	14	Code regarding inspection of,		
Member of Committee on Industrial			Tract of thirty-two acres presented			Protest against.....	1	13
Relations	27	2	to, by Emily O. Butler.....	3	14	Bulgaria,		
Boards and Commissions Law, State,			Brooklyn Chamber of Commerce,			Exports to, Certificate of origin		
Fair Trade Commission, Bill to es-			Endorses daylight saving campaign	4	12	and signature of a chamber of		
tablish, Abstract of.....	5	11	Prepares bill to provide for appoint-			commerce required on; regula-		
Boise, Robert W.,			ment of Commission on Reor-			tions modified.....	6	19
Member of Committee on Daylight			ganization and Retrenchment			Ballard, E. L.,		
Saving	4	11	for the City of New York to			Describes plans for Citizens' Mil-		
Boland, A. E.,			investigate City government..	9	13	itary Training Camp.....	17	5
Speaks at hearing on daylight sav-			Brooklyn "Daily Eagle,"			Bureau of Merchants' Association,		
ing, March 10.....	11	1	Favors removal of post office build-			See Anti-Litter Bureau,		
Bolivia,			ing	32	5	Convention Bureau,		
Postal administration, changes in..	7	16	Brooklyn "Standard Union,"			Foreign Trade Bureau,		
Bonus Commission, New York State,			Comments on Members' Council			Industrial Bureau,		
Bill to provide for, Abstract of....	5	11	luncheon meeting in honor of			Legislative Service Bureau,		
Law creating, Abstract of.....	18	8	Viscount Bryce.....	41	9	Research, Bureau of,		
Books,			Brooklyn "Times,"			Traffic Bureau		
Freight rates on, carload, announced			Health of New York City.....	46	13	Burns, Michael F.,		
by Southern Classification Com-			Brooklyn Tuberculosis Committee,			Member of Coal Shortage Committee	9	16
mittee	32	11	Endorses campaign against the			Business Conditions,		
Borden, Bertram H.,			house fly.....	13	3	Federal Reserve Board and Bureau		
Re-elected member of Board of Di-			Brussels Commercial Fair,			of Foreign and Domestic Com-		
rectors	21	3	Announcement	37	11	merce and improvement in....	42	4
Boston,			Bubonic Plague,			Foreign countries,		
Port statistics.....	6	18	See Rats			Argentina, Spain and Portugal..	39	5
Rainfall during 1919.....	2	3	Budget, City,			Newfoundland, Cuba, Mexico, Ven-		
Boston Chamber of Commerce,			Amount, 1921.....	17	5	ezuela, Colombia, France, Nor-		
Asks Association to ascertain vol-			Proposed amendment to Greater			way	33	7-9
ume of re-exports from France			New York Charter regarding			Shrinkage in volume of, Compar-		
of war supplies entering Port			provisions for, Abstract of....	10	9	ative table showing.....	23	12
of New York.....	32	16	Budget, National,			Signs of improvement are multiply-		
Elects officers and directors.....	29	10	Preambles and resolution con-			ing	46	3
Wires compliments of the season to			gratulating the country upon			Situation back to normal.....	30	8
Association	1	13	the presentation of the first....	45	12	"Survey of Current Business" issued		
Boston Finance Commission,			Budget, State,			by Census Bureau.....	31	11
Letter from John C. L. Dowling,			Bill to provide for, Abstract of....	7	14	Swing of the pendulum.....	23	4
Counsel of, regarding jury duty	44	5	Buffalo, New York, Chamber of Com-			Business Failures,		
Boston Wholesale Grocers Association,			merce,			During first three months of 1921..	17	10
To appoint delegates from Boston			Endorses Governor's economy pro-			During past twenty years.....	16	14
Chamber of Commerce to act			gram	5	9	In United States, 1915 to 1920....	9	16
for it at daylight saving confer-			Favors daylight saving.....	5	2	In United States, 1920, increase....	4	14
ference	6	3	Building Conference,			In United States, 1920, increase....	6	19
Bradford, Pennsylvania, Board of Com-			Held by National Council of the			Business Law, General,		
merce,			Chamber of Commerce of the			Accountancy, Practice of, by cor-		
Publishes "The Oil Sand".....	31	4	United States.....	6	18	porations, Bill to permit, Ab-		
			Held under auspices of National			stract of.....	15	14
			Federation of Construction In-			Architects, Registration regulations,		
			dustries	12	11	Bill, Abstract of.....	11	14
						Containers, Net contents to be in-		
						dicated on, Bill to require, Ab-		
						stract of.....	11	14
						Engineers and surveyors, License		
						regulations, Law, Abstract of..	21	7

No.	p.	No.	p.	No.	p.
Fire escapes, Automatic devices, Installation in non-fireproof buildings. Bill to permit, Abstract of	11 16	Calendar, Reform of, Approved by First Congress of the International Chamber of Commerce	30 4	Chamber of Commerce of the United States,	
Fraudulent conveyances, Bill in relation to, Abstract of	12 7	Canada,		Action on daylight saving to be awaited with interest	16 1
Gasoline, Standard, Bill to prescribe, and to regulate the sale of	12 8	Customs regulations, Country of origin stamp,		Action on daylight saving to be taken at annual meeting	16 4
Hawkers and peddlers, Municipal regulation of, in relation to veterans of the World War Law, Abstract of	20 14	Date of regulation requiring deferred	31 16	Adopts and sends to Presidents of commercial organizations resolution endorsing training school for commercial organization secretaries at Northwestern University	27 16
Hotels and restaurants, Cover charges by, Bill to prohibit, Abstract of	8 11	Efforts of Association successful; letter from Consul General at Ottawa	42 2	Annual meeting, 1921,	
Hotels, Posting of rates in rooms, Bill to require, Abstract of	6 18	Report from Consul General in reply to protest against	39 4	Announcement	4 12
Laundrymen required to give bonds, Bill, Abstract of	11 15	Will increase prices; letter to Department of State	34 8	Business men formulate national principles and policies	26 1
Leather substitutes, Use of, in the manufacture of boots and shoes, Bill to prohibit, Abstract of	8 10	Mineral production, 1920	17 4	Delegates from Association	17 11
Mattresses and bed springs, Use of misleading terms as to filling or construction,		Resources; letter telling of opportunities for investment	15 13	Delegates from Association	20 1
Law forbidding, Abstract of	18 7	Canal Land, Abandoned, Result of vote on constitutional amendment authorizing sale of	46 7	Officers elected; committee chairman appointments	19 16
Law forbidding, Abstract of (corrected version)	20 15	Canals,		Program	17 11
Money deposited on business contracts to draw interest, Bill to provide, Abstract of	7 13	In Great Britain	32 10	Resolutions adopted, and resolutions referred	20 1-5
Money, Transmission agents to be licensed to protect foreigners, Bill, Abstract of	7 13	See also Barge Canal, Erie Canal fleet, Panama Canal		Appoints Frederick P. Keppel American Administrative Commissioner in the International Chamber of Commerce	1 11
Money, Transmission of, to foreign countries, Law regulating, Abstract of	21 8	Cancer Control, Information will be supplied free of charge; vital facts	40 10	Asks expression of views on importance of various foreign trade topics	29 16
Monopolies, Provisions against, Bill to extend, Abstract of	9 11	Candy Industry, Hours of labor in; report by Industrial Bureau	21 11	Civic Development Department Compiles statistics on building construction	45 16
Provisions against, to prevent price fixing by unions, Law, Abstract of	21 7	Canton, Ohio, Chamber of Commerce, Publishes "The Cantonian"	19 12	Committee of, reviews European situation	37 7
Stocks and bonds, Fraudulent practices in connection with the sale of, Law regulating, Abstract of	20 15	Capital Stock Tax, Share of stock without par value, Bill in relation to, Abstract of	21 7	Joins in underwriting expenses of training school at Northwestern University for commercial organization secretaries	27 14
Strikes and lockouts, Unwarranted, Bill to prohibit, Abstract of	8 11	Carlisle, Pennsylvania, Chamber of Commerce, Unable to send representative to daylight saving conference, but will cooperate	6 7	National Council of, holds housing conference and adopts program	6 13
Theatre tickets, Persons selling, to be licensed; prices restricted; Bill, Abstract of	5 10	Cars, Construction, 1920 and 1919	7 17	President, See Defrees, Joseph H.	
Truckmen to give bonds, Bill to require, Abstract of	11 14	Cartage Charges on Export Freight, Proposal to increase, Members interested in, asked to communicate with Traffic Bureau	4 17	Referendum No. 33, See Local Transportation, Referendum on	
Warehousemen made responsible for goods held and required to give bond, Bill, Abstract of	10 9	Public hearing on; appointment of joint committee to study situation proposed	16 14	Referendum No. 34, See Taxation, Federal, Referendum on	
Butler, Emily O., Presents tract of thirty-two acres to The Bronx Parkway Commission	3 14	Cash Discounts, Data showing, allowed by wholesalers to retailers, compiled by Industrial Bureau	23 2	Referendum No. 35, See Government Employees	
		In twenty-one industries; study by Industrial Bureau	19 12	Referendum No. 36, See Taxation, Referendum on, Second	
		Catalogues of American Firms, Office National du Commerce Extérieur, Paris, France, desirous of receiving	1 9	Referendum No. 37, See Tariff Principles, Referendum on	
		Catskill Water Supply System, Area and capacity of new Glendon Reservoir	24 5	Represented on Board of Control of School for Commercial Organization Secretaries	18 1
		Length of aqueduct from Ashokan Reservoir to New York City	34 9	Sends letter to members discussing referendum on Federal taxation and proposals in Fordney bill	31 11
		Cattle, See Animal Industry		Sends out notice regarding aid for Pueblo sufferers	21 12
		Census, Director of, See Stewart, W. M.		Statement on sales tax	16 14
		Central Mercantile Association of the City of New York, Adopts resolution in support of campaign for daylight saving	5 2	Charitable Agencies, Approved list of, issued by National Information Bureau	13 5
		Asks Governor to veto Mohansic Bill	18 1	Charities, "Fake" charities; service to members	28 4
		Central Park, Considered remote when creation was authorized	43 9	Charities and Correction, New York City Conference, Twelfth annual, announced; officers	11 27
		Land purchased for	9 15	Charities Directory, Issued as Directory of Social Agencies	16 14
		Value of, when purchased and at present	44 15	Charity Organization Society, Articles by, American Legion forbids collection of donations without authority from headquarters	3 16
		Chamber of Commerce of the Borough of Queens, Favors daylight saving	8 5	Blind soldiers, Address wanted of women selling magazines supposedly for	36 12
				Bureau of Advice and Information reports rapid increase in inquiries	2 12

C

No.	p.	No.	p.	No.	p.
Business house saves its money by applying to Bureau of Advice and Information.....	27 12	Soldier relief provided for by Government; no need for duplication	19 16	Chicago,	
Business men too ready to respond to appeals.....	18 12	Souvenir program pest.....	29 12	Compared with New York to advantage of the latter, by staff correspondent of Chicago "Tribune".....	2 9
Certain charities disregard statute requiring incorporation and State approval for operation.....	4 20	Street begging for charitable purposes, Board of Aldermen show inclination to stiffen policy....	25 12	Daylight saving in effect in.....	15 18
Charitable contributions are exempt from income tax.....	7 20	"Tagging" latest in street begging	23 8	Motor vehicle accidents.....	9 10
Cheerful giver victimized; list of twenty-five organizations shows use of professional solicitors without exception.....	5 20	Third "Fogarty" bites the dust.....	22 20	Passes ordinance requiring that merchandise brokers and manufacturers' agents shall be licensed	43 5
"Collectors" anticipate forthcoming drive of Knights of Columbus.....	32 16	Timely Service Corporation "for Ex-Service Men," Promoter of, arrested.....	43 8	Results of daylight saving in.....	39 3
Coming winter hard for poor; existing agencies sufficient to meet demands.....	31 16	Charter, New York City, Amendment, Widening of Fifty-ninth Street at Columbus Circle, Law permitting, Abstract of.....	20 14	Strongly in favor of daylight saving	39 6
Committee of Ukrainian and Gallician Relief Funds, Representative of, finds it easy to fill empty pockets.....	33 12	Amendments, Proposed, Budget, City, Bill to make certain provisions for, Abstract of....	10 9	Childs, William Hamlin, Member of Christian Endeavor General Committee of One Hundred	26 9
"Directory of Social Agencies" new name of charities Directory.....	16 16	Building construction, Registration of architects, builders and engineers, Bill to require, Abstract of.....	10 10	Presides at Members' Council luncheon meeting, April 6.....	15 1
Duplication of charitable work; report by special committee on Jewish Charitable Problems of Brooklyn.....	17 12	Building operations, Bill requiring Board of Standards and Appeals to pass upon, Abstract of Bureau of Commissary for Police and Fire Departments, Bill to create, Abstract of.....	6 17	Re-elected member of Board of Directors.....	21 3
Easy money for subway "can" men	36 16	Bureau of Licensed Vehicles, Bill to transfer, to Police Department, Abstract of.....	10 10	Re-elected Third Vice-President of Association.....	22 15
Fakes, A prize gallery of.....	21 12	Comptroller to settle tax arrears, Bill to permit, Abstract of....	8 11	China, Famine, Cablegram from United States Ambassador telling of critical conditions preceding harvest.....	16 16
Fox Hill, Bogus collectors for ex-service men at, discovered by Mrs. Laura K. Smith.....	27 12	Department of Ferries, Bill to create, Abstract of.....	4 15	Campaign to relieve, discontinued; telegram from Chairman of Relief Committee.....	24 8
Good charities are hurt by bad....	26 12	Departments and boards, Powers and duties, Bill to abolish and transfer, Abstract of.....	9 12	Committee asks use of boxes to assist fund.....	16 16
Gray-haired "teacher" asks for money for railroad ticket.....	12 12	Elevators and boilers, inspection of, Bill in relation to, Abstract of.....	9 11	Conditions described by William Fellowes Morgan.....	2 4
Harlem "missions" among the colored people.....	43 12	House numbers, Provision for, Bill to authorize, Abstract of.....	13 10	Editorial.....	2 6
Hospital, death and sick beds fund, Collectors for, elusive.....	44 16	Military police inspector, Bill to create position of, Abstract of..	12 8	Editorial.....	16 8
Imposing address deemed essential Labor union advertising frowned on by American Federation but not prohibited.....	9 16	Tax on real estate, Dates of payment, Bill to extend, Abstract of.....	12 8	Progress of work; plans for "China Famine Week".....	17 10
Letter to Bureau of Advice and Information may save you from throwing away your money....	35 12	Taxes on real estate, Earlier payments, Bill to require, Abstract of.....	9 12	China, Federal Incorporation of American Firms doing Business in, Legislation to provide for, advocated; letters to members of Senate Judiciary Committee and New York Senators.....	31 6
Life savers, Canvassing month for	6 20	Theatre tickets, sale of, Bill to empower Board of Aldermen to regulate, Abstract of.....	5 10	Letter to Chairman of Senate Judiciary Committee favoring....	20 19
List of veteran aid enterprises.....	40 12	Digest of, in preparation with summary of suggestions for changes	35 11	Letters to New York State Senators urging passage of bill to authorize.....	38 9
Mite-box shakers in subway and elevated trains never fail to collect.....	20 20	New York Charter Commission, Bill to create, Abstract of.....	6 17	Provision for asked; correspondence with House Judiciary Committee	1 10
"Mr. Purdy" indicted, but keeps on begging.....	14 20	Law creating, Abstract of.....	19 9	Support of bill providing for, urged in letter to House Judiciary Committee; replies received....	1 10
Name of Edith Cavell used as lure for charities of doubtful standing.....	1 16	Charter Revision, Committee on, Members.....	27 10	Telegram to New York Senators urging.....	10 14
New York City Conference of Charities and Correction, Announcement; officers.....	11 20	Members of, made members of Committee on City Government and work taken over by that Committee.....	35 11	Ching, C. S., Member of Committee on Industrial Relations.....	27 2
Newshoys taught to beg by "Mr. Collins".....	13 12	Preambles and resolutions authorizing appointment of.....	21 4	Christian Endeavor, World Convention in New York City, Importance of; program; organization.....	26 8
Ordinance to regulate the solicitation of contributions in public, Requirements of, alarm solicitors.....	46 16	Chattel Mortgages, Filing of Law, Abstract of.....	19 9	Cities in the United States, Number of.....	19 11
Organizations soliciting appeals for Christmas money; reports on standing rendered upon request	45 16	Fraudulently secreting personal property, Bill to make, a felony, Abstract of.....	13 10	Citizens' Advisory Committee on New York City's Postal Facilities, Consults with authorities on new site for post office building....	33 5
Orphans' home at Babylon, Long Island, is non-existent.....	28 8	On stocks of merchandise, Law, Abstract of.....	19 9	Holds conference with Postmaster General; subjects discussed....	34 12
"Remit or return" device declared objectionable as practical "hold-up".....	3 16	Chauffeurs, Private, Benefits for, under Workmen's Compensation Law, Bill to provide, Abstract of.....	5 11	Members.....	31 2
Seaside Home for children at Lakewood, New Jersey, a home nobody can find.....	24 8	See also Taxicab drivers		Citizens' Meeting to Obtain Justice for the Wounded, Endorsed by Association.....	13 7
Seemed a veteran but was a faker..	39 12	Chemical Industries, Seventh National Exposition of, to be held; meetings of various societies.....	31 7	Citizens' Military Training Camp, Plans and purpose described by Major General R. L. Bullard....	17 5
"Senator Fogarty" again soliciting	5 20	Chetwood, Charles H., Endorses daylight saving on behalf of medical profession.....	10 1	Citizens' Transportation Committee, Courts uphold rights of public in transportation; review of Committee's work.....	11 11
"Senator Fogarty" is reincarnated	41 12			City Club of New York, Asks Association to cooperate in urging business men to perform jury duty whenever possible; letter from Abraham Benedict..	43 12
"Senator Fogarty" left successors..	30 16			Favors daylight saving.....	4 11
Service men, Existing agencies and the Government taking care of	15 20			Protests against sale of Mohansic Lake Reservation.....	18 1
Service men used as beggar decoys; American Legion has no collectors.....	34 12				

	No.	p.		No.	p.		No.	p.
City Conditions and Ordinances, Committee on,			Cohen, Julius Henry,			Commerce, Secretary of,		
Asked to take action on enforcement of law to prevent licensing of criminals as chauffeurs... 43	2		Engaged in drawing uniform commercial arbitration laws..... 19	4		See Hoover, Herbert		
Report on causes and remedies for automobile accidents; and recommending amendment of the State Automobile Law..... 3	10		Coins and Coinage,			Commercial and Trade Organizations,		
City Government, Committee on,			Statistics of Philadelphia Mint, 1919 and 1920 3	9		To act as collection agencies. Bill to prevent, Abstract of..... 11	14	
Collecting material in connection with charter revision..... 35	11		Colgate, Sidney M.,			Commercial Attaché of the United States Department of Commerce,		
Members 35	11		Member of Committee on Daylight Saving 4	11		From England, Dr. Alfred P. Dennis, arrives in New York..... 23	1	
City Law, General,			College of the City of New York,			Commercial Bribery,		
Charters, Cities to amend and adopt, Bill to permit, Abstract of 7	14		To offer lectures on income taxes, Federal and State..... 36	13		Payment of commissions, as a means of obtaining orders, Warning against advertisement offering.. 4	29	
Hotels, License regulations, definition, Bill, Abstract of..... 13	8		Collisions at Sea,			Commercial Law, Committee on,		
Municipal ownership and operation of public utilities, Bill to provide for, Abstract of..... 7	14		Owner of private vessel injured by United States naval vessel to sue for damages, Proposed amendment to allow, endorsed by Association 7	20		Resolution opposing Capper-Tincher bill directed against trade in grain futures 26	11	
Plumbers, Fee for renewal of "licensed plumber" signs or plates, Bill to provide, Abstract of.... 11	15		Colombia,			Commercial Letters of Credit,		
Civil Rights Law,			Commercial survey of, made by American Trade Commissioner. 25	5		Conference of Commercial organizations held to consider standardizing terms used in..... 23	8	
Advertising and trade purposes, Use of names and portraits for, Bill to permit, Abstract of..... 13	7		Postal administration, Changes in.. 7	16		Commercial Organization Secretaries, Training School for, at Northwestern University,		
Law permitting, Abstract of..... 30	15		Commerce,			Account of first meeting..... 22	8	
Civil Service Reform Association,			Advertising methods, Defect in, pointed out by foreign correspondent 21	5		Expenses of, underwritten by National Association of Commercial Organization Secretaries and Chamber of Commerce of the United States..... 27	19	
Opposes bill to give preference to veterans of the World War in civil service appointments..... 10	15		Balance of trade at close of 1920.. 3	14		Importance of, discussed by John H. Fahey 23	1	
Civil Service, State,			Comparison between 1920 and 1920 figures show marvelous growth 18	6		Marks another step in commercial organization work 23	6	
Preference for war veterans, Constitutional amendment to be submitted; opposition reiterated 33	12		Decline in, during fiscal year; causes 24	14		Resolution endorsing adopted by Chamber of Commerce of the United States 27	20	
Letter protesting against, sent to Chairman of Judiciary Committees 10	15		During March and nine months ended with March 20	7		School for commercial secretaries.. 23	4	
Reasons why Association is against 39	6		During May and eleven months ended with May; comparison with previous years 27	4		Scope of courses; what they will include 27	11	
Result of vote on constitutional amendment providing for.... 46	7		Exports,			Secretary of The Merchants' Association to lecture at..... 23	5	
Claims,			Back to normal..... 32	4		To be opened; distinctive features.. 15	8	
Express shipments, loss or damage, Time for filing, extended..... 31	14		Decline in, during January..... 13	12		Commercial Travelers,		
Overcharge for reparation, Time for filing extended 21	9		From chief customs districts of the United States, 1920..... 23	6		Resolutions adopted by International Chamber of Commerce.. 30	1	
Presentation of, Suggestions for shippers to obviate inattention and delay on part of the carriers 4	17		Of coal, 1920 and 1921..... 35	11		Committee to Consider Referendum on Government Employees,		
Straight overcharge, Amendment to law asked..... 10	14		Of cotton cloth, 1920..... 40	12		Members of 21	6	
Method of procedure..... 8	13		Of gunpowder, 1920..... 35	5		Committees of Merchants' Association,		
Cleveland Garment Industry,			Of print paper, 1920..... 25	5		See Charter Revision, Committee on City Conditions and Ordinances, Committee on		
Works out plan to avoid unemployment 23	13		Of soap, 1920..... 35	10		City Government, Committee on Coal Shortage, Committee on Commercial Law, Committee on Committee to Consider Referendum on Government Employees		
Clothing Industry,			Sales of fertilizer, Lubricating oils and gasoline, Increase in..... 25	11		Customs Service and Revenue Law, Committee on		
Analysis and comparison shows New York City increases lead in.... 34	7		To Austria, Figures showing decline in 45	10		Daylight Saving, Committee on Foreign Trade Committee		
Statistics in graphic form show New York City to be greatest of market in 35	3		To Cuba, Argentina, Mexico and Falkland Islands 13	2		Gas Rates, Committee on Harbor, Docks and Terminals, Committee on		
See also National Association of Retail Clothiers			Exports and Imports,			Highway Development, Committee on		
Coal,			During first seven months of fiscal year 11	16		Immigration and Naturalization, Committee on		
Exports, 1920 and 1921..... 35	11		Figures for October compared with September 44	15		Industrial Committee		
Coal Shortage, Committee on,			Of food, during past year..... 1	12		Industrial Relations, Committee on Inland Waterways and Water Storage, Committee on		
Appointed to study legislation proposed by Senator Calder's Investigating Committee 9	16		To and from Europe during September compared with August. 42	4		Marine Insurance, Committee on Maritime Committee		
Members of 9	16		Imports,			Military Committee		
Coast Lines,			For January, show decrease..... 13	8		Pollution and Sewerage, Committee on		
Of United States, British Empire and Japan 44	15		Of foodstuffs, 1910 to 1919..... 1	3		Protection of Industrial Property, Committee on		
Cobb, Henry Ives,			Of gold since 1821..... 38	9		Public Utilities and Law, Committee on		
Chairman of Gas Committee..... 24	8		Of rice and onions..... 45	16		Revision of City Charter, Committee on		
Member of,			Six leading commodities in 1920. 26	5		Telegraph and Cable Codes, Committee on		
Committee on Charter Revision.. 27	19		Port of Philadelphia, Figures show gain 14	19		Telegraph and Cable Communication, Committee on		
Committee on City Government.. 35	11		Reexport of war supplies from France suspected and under investigation 32	16		Transportation Committee		
Presides at hearing on Taxation.. 26	10		Relations with Venezuela and Colombia, American Trade Commissioner ready to discuss.... 25	5				
Represents Association at annual meeting of Chamber of Commerce of the United States.... 17	11		Revival of, must precede business activity 20	8				
			Standard forms for use in foreign trade 37	10				
			Statistics for fiscal year show decline; where the shrinkage was Statistics of leading United States ports for 1920..... 6	16				
			With Europe, during September.. 46	2				
			With Japan, New York's part in.. 18	8				
			With Saloniki, Greece, Cable advising American exporters in regard to..... 46	16				
			World trade, Figures 1870 to 1920.. 31	6				
			See also Port of New York					

No.	p.	No.	p.	No.	p.
Comptroller, New York City, Powers of, Settlement of taxarrears, Bill, Abstract of.....	3 11	Contract Forms, London export, Copies of, on hand in Foreign Trade Bureau.....	19 11	Speech at initial meeting of Eastern Time Zone Daylight Saving Association	7 2
Conditional Sales, Law to be printed on reverse side of contracts, Bill to require, Ab- stract of	10 9	Contracts, See Trade Contracts		Copenhagen Free Port Company, Issues pamphlet setting forth ad- vantages of a free port.....	46 7
Uniform conditional sales act, Bill to enact, Abstract of.....	11 14	Convention Bureau, Gives details of December conven- tions	46 3	Copson, Clyde A., Makes tour of East Side with Health Commissioner; state- ment of conditions.....	13 10
Connell, W. H., Describes theory and practice of Traffic Bureau in giving aid to members	34 10	Invites National Association of Re- tail Clothiers to hold 1922 con- vention in New York City.....	33 11	Cornelius, Adam E., Statement regarding St. Lawrence Ship Canal project.....	43 6
Represents Association at hearing on railroad rates on carload fruit and vegetables	42 3	Letter from member expressing ap- preciation of work of.....	43 4	Corporation Law, General, Corporations to file names of offi- cers and directors, Bill to re- quire, Abstract of.....	6 17
Conservation Law, Water Power Commission, Bill to create, Abstract of.....	14 16	Manager, See Young, John R.		Incorporations, new, Publication of names of, Bill to require, Ab- stract of	12 8
Law creating, and defining its powers and duties.....	20 18	Conventions, Effort made to bring annual meet- ing of American Bankers' Asso- ciation to New York City.....	45 14	Process serving, Officer of corpora- tion to be designated, Bill to require, Abstract of.....	12 7
Consolidated Classification Committee, Docket No. 6, Hearings on proposed changes to be held.....	14 19	Invitation extended to National As- sociation of Convention Bureaus accepted	45 12	Wages, Payment by receivers, Bill to require, Abstract of.....	5 10
Docket No. 7, Proposed changes in; notice of hearings.....	27 7	Lower rates for, Editorial on.....	2 6	Law requiring, Abstract of.....	12 11
Issues Classification No. 2; copy in Traffic Bureau.....	9 13	Passenger Associations announce re- duced fares for.....	1 12	Corporation Law, Stock, Employees to become directors of corporations, Bill to permit, Abstract of	11 14
Rules and requirements as to use of containers, Investigates and an- nounces hearing on.....	33 10	Conventions Secured for New York City, During December	2 5	Powers of stock corporations, Bill in relation to separation of, Abstract of	12 3
Conspiracies, Provisions against, Bill to make ap- plicable to farmers and dairy- men, Abstract of.....	8 10	During January	7 14	Reports of existence, Filing of, Bill to require, Abstract of.....	12 7
Constantinople, Desirability of constructing an American hotel in.....	9 14	During February	10 16	Shares of stock without par value, Sale of, Bill to regulate, Abstract of	13 10
Constitution of New York State, Amendments, Proposed, Budget system, Bill to provide for, Abstract of.....	7 14	During March	15 19	Tax on, Law in relation to, Ab- stract of	21 7
Civil Service, Preference for war veterans, Letter protesting against, sent to Chairman of Judiciary Committees.....	10 15	During April	19 14	Stock to employees, Issuance of, Bill to permit, Abstract of.....	7 14
Civil service, Preference for war veterans, Opposition to, reiter- ated.....	38 12	During May	24 5	Law permitting, Abstract of.....	13 11
Civil service, Preference for war veterans, Reasons why Associa- tion is against.....	39 6	During June	28 6	Law permitting and further amending amendment already enacted	19 9
Municipal housing, Bill to provide for, Abstract of.....	7 14	During September	37 3	Stockholders, Consent of, in voting corporate stock, Bill in relation to, Abstract of.....	9 13
Result of votes cast upon at election.....	46 7	During October	40 2	Corporations, Business, Tax on, Returns for fiscal year ended July 1, 1921.....	46 7
Instruction Law, General, Daylight saving, Bill to repeal, Ab- stract of	4 15	During November	45 6	Corporations Law, Membership, Commercial and trade organiza- tions to act as collection agen- cies, Bill to permit, Abstract of.....	11 14
See also under subject for full account		Conventions to be held in New York City, During 1921, January	1 5	Corporations Law, Transportation, Gas and electricity, Deposits for, Bill to require, Abstract of.....	9 12
Holidays to be celebrated on Mon- days, Bill, Abstract of.....	10 11	January, Additional	4 19	Gas meters, Charge for, Bill to pro- hibit, Abstract of.....	14 7
Immalar Service, Appointment of Wesley Frost, at Marseilles, France	15 13	January, Changes and additions..	2 5	Corset Manufacturers Association of the United States, Endorses daylight saving campaign	4 12
Steamer Club, Considers proposed changes in re- gard to use of containers.....	33 10	February	5 12	Requests its members to communi- cate with their Albany repre- sentatives in support of day- light saving	5 7
Steamers, Net contents to be indicated on, Bill to require, Abstract of....	11 14	February, Additional	7 14	Cost of Living, Editorial on changing levels.....	36 10
Proposed changes in rules and re- quirements in respect to use of, Hearing held; strong protest made	36 14	February, Changes and additions	6 13	Editorial on compilation showing figures for May.....	25 6
Investigated and hearing an- nounced	33 10	March	9 13	Figures compiled by Bureau of La- bor Statistics verify estimate made by Association.....	3 14
Objections to, filed with Consoli- dated Classification Committee	39 11	March, Additional	11 20	Figures for May; table.....	26 11
Continuation Schools, Day and night sessions, Bill to pro- vide for, Abstract of.....	12 8	April	13 2	Going down, but still far above 1914 rate	26 9
State law, Provisions of.....	11 12	April, Changes	15 20	Cotton, African Irrigation project in French Sudan	30 5
Study of, made by Industrial Bu- reau.....	23 7	April, Changes.....	16 16	Exports, 1920	11 9
		May	18 11	Raw, Exports, 1920, Value.....	31 7
		May, Changes	19 12	Japan consumption.....	23 19
		May, Changes.....	20 11	See also American Cotton Associa- tion	
		June	22 18		
		June, Additional.....	24 3		
		June, Additional.....	26 9		
		July	26 9		
		August	30 7		
		September	31 7		
		September, Additions and correc- tions	32 16		
		October	34 9		
		October, Changes	35 3		
		October, Changes	37 3		
		October, Changes	38 12		
		November	39 12		
		November, Changes	40 2		
		November, Changes	41 12		
		November, Changes	42 6		
		December	43 7		
		December, Changes	44 15		
		December, Changes	45 6		
		Copeland, Royal S., Designates time for "milk week," and asks cooperation of civic organizations and business men	22 14		
		Heads New York delegation at Al- bany hearing on daylight saving	6 1		
		Judge in fly essay contest.....	18 3		
		Makes tour of East Side in Com- pany with Manager of Anti-Lit- erary Bureau	13 10		
		Promises to remedy East Side con- ditions	20 15		
		Speaks at Albany hearing on day- light saving, March 10.....	11 1		
		Speech at Albany hearing on day- light saving, February 2.....	6 4		

No.	p.	No.	p.	No.	p.			
Cotton Cloth, Exports of, in 1920.....	40	12	Customs Duties, American valuation plan, Attention called to report and action regarding; opinion of members asked	22	13-14	Agricultural interests, Statement of Herbert Quick	2	2
Cotton Spindles, In the United States.....	43	4	Committee of manufacturers formed in favor of; letter to Association and reply.....	31	3	Benefits of, must be preserved.....	3	1
Coupon Service, See International reply coupon service			Hearing on; oral argument presented and brief filed by Association	10	16	Benefits of, should be preserved.....	2	1
Courts, Children's and Domestic Relations, Result of vote on Constitutional amendment providing for.....	46	7	List of members favoring, as furnished by F. D. Dodge.....	31	3	Cities and daylight saving.....	13	1
Cowen, David, Member of Gas Committee.....	34	3	Members informed of Association's stand against.....	16	12	Conditions in Chicago.....	15	14
Credits, International, Ter Meulen plan for Financing, Account of meeting at which Sir Drummond Fraser explains....	41	3	Report and resolutions opposing..	8	16	Connecticut cities adopt various devices	16	1
Editorial on	41	6	See also Tariff Principles, Referendum on			Connecticut passes law forbidding: plans of industrial plants.....	15	1
Under investigation by Foreign Trade Committee and Committee on Banking and Currency..	41	5	Import and Export, levied on rejected goods, Letter to Acting Foreign Trade Adviser	13	12	Daylight saving in danger.....	6	5
Crime, Situation in New York City taken up by Association; resolutions adopted	1	16	Reply explaining situation.....	15	15	Discussed by "American Machinist"	11	5
Statistics, New York State.....	11	5	Market value of imported merchandise, Attorney General asks assistance of Association as to proper method for determining	32	11	District of Columbia, Bill introduced in Congress to provide for; text of bill.....	27	1
Crockery Board of Trade of New York, Favors daylight saving.....	3	4	Rates of exchange in collection of, Proposal that payments shall be made on standard instead of current, Report opposing	3	11	Opinion of President of Board of Commissioners of the District of Columbia on.....	27	1
Cromwell, Lincoln, Member of Committee on Industrial Relations	27	3	Customs Regulations, See Brazil, Canada			Dual campaign for, Progress made in getting under way.....	5	1-2
Represents Association at annual meeting of Chamber of Commerce of the United States....	17	11	Customs Service, Regulations complained of by members considered and acted upon by Association	29	5	Eastern Zone, Action of various States and cities in	13	4
Crops, Cereals, Value of, 1919.....	33	9	Valuations delayed due to returning tourists; Foreign Trade Committee and Manager of Bureau confer with appraiser of the Port of New York.....	36	13	Campaign for, launched by Association	2	1
Values 1919, in various States....	35	12	Customs Service and Revenue Law, Committee on, Considers complaints of members as to customs regulations.....	29	5	Cities and towns operating under local option favor Federal law	26	22
Leading States, 1919.....	33	8	Offers proposals for improvement of customs administrative law....	12	9	Letter to commercial and trade organizations in, calling conference for February 9.....	5	2
Total for United States, 1919 and 1909	36	15	Report and resolutions opposing change from foreign market value to selling price in United States as basis for assessing ad valorem duties	3	16	Letter to commercial and trade organizations in largest cities in	2	2
Total for United States, 1919, and figures for leading states.....	14	5	Report opposing proposal that customs duties be paid on basis of standard instead of current rates of exchange.....	3	11	Letter to members of Senate and House Committees in charge of Edge-Ackerman bill	2	1
United States, 1920, compared with previous years.....	17	10	Czecho-Slovakia, Commercial Division of Consulate General in New York ready to supply information	35	5	Letter to Senator Calder and to Representatives from New York City urging passage of Ackerman bill	2	2
Croton Water-Shed, Pollution of, Rule in regard to toilets on trains, Inquiry finds proper enforcement of	3	13	D Dahl, Gerhard M., Chairman of Committee on Industrial Relations	11	6	List of cities and towns not operating under local option but which favor Federal law.....	24	22
Croton Water Supply, See Mohansic Lake Reservation			Member of Committee on Public Utilities and Law.....	7	11	List of cities and towns not operating under local option, but which favor Federal law.....	28	4
Cuba, Moratorium, Text of law repealing	7	13	Resigns as Chairman, but remains a member of Committee on Industrial Relations	27	2	List of cities, towns and villages not operating under local option, but which favor Federal law	33	1
Postal administration, Changes in..	7	16	Davis, James J., Speaks at joint session of Academy of Political Science and Industrial Relations Association of America	41	9	List of cities, towns and villages not operating under local option, but which favor Federal law	30	22
Textile contracts, Plan to cancel, Action by Association and explanation of dealers.....	8	15	Davis, John W., Speech at Members' Council luncheon meeting, October 4.....	36	3	Replies from commercial organizations to invitation to send delegates to conference.....	6	1
Textile situation, Report and resolution recommending action by Department of State to remedy Torriente law, Payments made under, Result of questionnaire....	19	11	Daylight Saving, Action of Chamber of Commerce of the United States to be awaited with interest	16	3	Replies from members of Congress giving views on.....	2	1
Trademarks registration, Permission to use word "New York" denied by Cuban officials	23	14	Action to be taken by Chamber of Commerce of the United States at annual meeting.....	16	4	States included in.....	33	1
Use of word "New York" protested against	13	6				Urban and rural statistics showing why demand for, is so strong	4	2
Cumming, H. S., Replies to letter and report regarding conditions at Ellis Island..	36	5				Van Buren, Maine, favorable to Federal action	27	1
Curran, Henry H., Congratulates Association upon "excellent work" of Anti-Litter Bureau	19	7				Endorsed by, Block, Dr. Siegfried, of Brooklyn	3	1
Currency, Why it has been dirty; letter from Secretary of the Treasury in reply to inquiry from Association	29	4				Business men.....	3	1
Customs Districts of the United States, Compilation by "New York Commercial" showing relative standing and extent	43	10				Business men.....	5	1
						Business men.....	8	1
						Business men.....	10	4
						Chamber of Commerce of Glens Falls	10	1
						Chamber of Commerce of Lowell, Massachusetts; arguments in favor	10	1
						Chamber of Commerce of Nyack.....	10	1
						City Council of New Rochelle.....	4	1
						City of Oswego.....	10	1
						Commercial and trade organizations	3	16
						Commercial and trade organizations	5	1
						Commercial bodies	1	1
						Commercial organizations and business men	4	22
						Chetwood, Dr. Charles H., on behalf of medical profession.....	10	1

	No.	p.		No.	p.		No.	p.
Industrial plants	10	2-3	General throughout the East; ac-	17	8	Daylight Saving, New York State Law,		
Merchants' Association of New			tion by various States and cities	32	1-2	Bill to amend, limiting period to	5	5
York in preambles and resolu-	8	2	Great success; action by various	17	6	five months,		
tions defining its position.....			States; table indicating senti-	20	16	Introduced by Assemblyman Booth	8	1
National Tuberculosis Association	8	3	ment	25	10	Passage of, urged by Association		
in letter to Governor Miller em-			In effect generally; eagerness of	26	12	Bill to repeal and provide for local		
bodying preambles and resolu-			cities and villages to adopt....	27	11	option,		
tion			List of cities and towns operat-	28	6	Editorial discussing action of	12	6
New York Produce Exchange, in	6	8	ing under	29	9	Governor in signing.....	9	1
resolution favoring Edge-Acker-	7	1	List of cities and towns operating	30	11	Forced through Assembly.....	10	1
man bill			under, Additional	31	12	Forced through Senate by ma-		
Owner of Victor Farms.....	3	7	List of cities, towns and villages	32	13	chine methods despite protests	11	10
President of Incorporated Village	10	3	operating under, Revised.....	33	2	Governor hears reasons why he		
of Southampton, Long Island...	9	3	List of cities, towns and villages	34	5	should veto.....		
St. Lawrence County Savings	13	5	operating under, Revised, Addi-	35	2	Hearing on, granted; held at Al-	11	1-5
Bank			tions to	36	6	bany March 10; delegates; argu-		
Senator Straus in letter to Asso-	20	12	List of cities, towns and villages	37	11	ment	9	4-5
ciation	15	18	operating under, Revised, Addi-	38	4	Hearing on, refused by Speaker	8	1, 2
Solvay Process Company.....	39	6	tions to	39	11	Machold with concurrence of		
Student body of Union University	7	10	List of cities, towns and villages	40	12	Assemblyman Witter.....	9	4-5
Towne, Henry R., in letter to As-	22	15	operating under, Revised, Final	41	12	Hearing on, requested; telegrams		
semblyman Bernard Aronson...	16	4	33	42	12	to Speaker Sweet and Chairman		
Trimme, Dr. Walter, as means of	13	5	Opening of, brings conflict be-	43	2	Witter		
preventing disease			tween friends and foes.....	44	5	How New York City members	9	2
Women's Medical Association of	13	5	Opening of, brings many clashes	45	4	voted	9	8
New York City.....	7	10	Railroad and steamship lines gen-	46	4	How steam roller method forced		
England preparing to adopt Sum-	22	15	erally operating under.....	47	11	it through the Assembly.....		
mer schedule			Rochester only large city in New	48	12	Industries protest to Governor		
France puts summer schedule in ef-	13	5	York State not operating under	49	12	and members of Legislature		
fect			20	50	12	against	10	2
Golf players, Robert D. Reynolds of	3	7	Situation reviewed by President	51	12	Legislature flouts desire of people		
Newark, New Jersey, says he			of Eastern Zone Daylight Asso-	52	12	by passing.....	10	8
will take up matter with.....			ciation	53	1-8	Letter to Senator Lusk protesting		
Great Britain,			Spread of daylight saving.....	54	10	against strong-arm method as		
Prepared to establish two hours			Work of Association for, praised by	55	10	used in Assembly.....	9	3
of daylight saving.....			head of boot and shoe manufac-	56	10	Letter to Speaker Machold on his		
Sets clock ahead; sixth year....			turing company.....	57	10	refusal to grant a hearing on...	9	4
In Chicago, editorial.....			Daylight Saving, Committee on,	58	10	Letters from Assemblymen in re-	9	4-5
Local option, Why it is objection-			Meets to consider activities to pre-	59	10	gard to request for hearing on		
able			vent repeal of State law and en-	60	10	Made a caucus measure.....	8	1
Ordinance, adopted by Philadelphia			actment of Federal bill to re-	61	10	Majority in State Assembly at-		
Ordinance providing for five month			store daylight saving in East-	62	10	tempts to ignore wishes of ma-		
period adopted by New York			ern time zone.....	63	10	ajority of people of the State...	8	8
City			Members of.....	64	10	Protests against, pour in on Gov-		
Ordinances adopted by cities and			Daylight Saving, Eastern Zone Asso-	65	10	ernor and members of Legisla-		
villages of State.....			ciation,	66	10	ture; demands for, received		
Ordinances adopted by cities and			Compiles data; purpose of organ-	67	10	from farming districts.....	8	2
villages of State.....			ization	68	10	Signed by Governor.....	12	1
Ordinances adopted by New Jersey			Compiles list of cities and towns on	69	10	Statement by President Morgan		
cities and towns.....			daylight saving schedule.....	70	10	on action of caucus.....	8	2
Ordinances conforming to Edge-			Formed by commercial organiza-	71	10	Statement of President Morgan		
Ackerman bill,			tions; constitution adopted....	72	10	on Assembly action.....	9	1
Cities adopt			Formed to urge Federal action on;	73	10	Statement by President Morgan		
Urged in letter to commercial and			organizations represented.....	74	10	on Senate action.....	10	2
trade organizations			Meeting of delegates from com-	75	10	Telegram to Governor asking veto		
Press comments,			mercial and trade organizations	76	10	of	10	2
Action by Association upheld....			called to create.....	77	10	Text of.....	10	2
Daylight and party vote.....			Meeting productive of excellent re-	78	10	Text of.....	12	1
Daylight or candlelight?.....			sults	79	10	Work in Erie and Westchester		
Daylight Saving			Notifies Representative Ackerman	80	10	counties against.....	10	1
Daylight saving for the East.....			of its support of his bill.....	81	10	Bills to repeal, Various, Introduced		
Daylight saving for the many....			Officers: financial plan.....	82	10	by Mr. Betts and other Assem-		
Daylight saving in town and coun-			Organizing for action on Federal	83	10	blymen	4	15
try			law	84	10	Conference of Mayors includes rec-		
Daylight saving must continue...			President of,	85	10	ommendations for retention of,		
Daylight saving wins.....			Resignation of Robert Garland;	86	10	in 1921 municipal legislative		
Keep it alive.....			election of A. Lincoln Eliene...	87	10	program	8	5
Logical compromise			Reviews situation; shows why	88	10	Hearing by Senate and Assembly		
Modified daylight saving.....			Federal law is needed.....	89	10	Committees on Agriculture, Feb-		
Move of Association praised.....			Sends letter to commercial and	90	10	ruary 2,		
New York of tomorrow.....			trade organizations asking co-	91	10	Account of; delegates.....	6	1-7
Real estate figures for 1920....			operation	92	10	Letter to business men outside the		
Save daylight saving.....			Speech of Dr. Royal S. Copeland at	93	10	City asking them to send dele-		
Saving daylight and health.....			initial meeting of.....	94	10	gates to.....	5	3
Situation discussed by "American			Daylight Saving, Federal Legislation,	95	10	Letter to members asking appoint-		
Machinist"			Ackerman bill,	96	10	ment of delegates to.....	5	3
Why are "daylight-saving" bills			Reintroduced in House of Repre-	97	10	Protesting delegation to be sent to		
referred to Committee on Agri-			sentatives	98	10	Summary of arguments in sup-		
culture?			Text of.....	99	10	port of.....	6	3
Why they hate the change.....			Edge bill, Text of.....	100	10	Letter to assemblymen from New		
Results of, in Chicago, told by			Edge-Ackerman bill pressed in Con-	101	10	York City in relation to repeal		
"Chicago Commerce"			gress	102	10	of	6	4
Season of 1921,						Letter to City business men asking		
Adopted generally in centers of						them to protest to Governor,		
population in New York State.						Senators and Assemblymen		
Denver repeals ordinance as result						against repeal of.....	5	4
of popular vote.....						Letter to commercial and trade or-		
Federal Reserve Bank of New						ganizations in City, asking co-		
York announces it will conform						operation, and enclosing copy of		
with City schedule.....						letter to business men.....	5	4

	No.	p.		No.	p.		No.	p.
Letter to Governor asking open mind on question of.....	3	2	Decedent Estate Law, State, Trust declarations, Recording, Bill to provide for, Abstract of....	8	12	Drum, John S., Statement on Foreign Trade Financing Corporation.....	12	3
Letter to Mayors thanking them for endorsing, on five months' basis.....	2	2	Trust funds, Investment of, in first liens on property, Bill to permit, Abstract of.....	9	11	Dukes, Paul, Tells of conditions in Russia at Members' Council luncheon meeting.....	15	5
Letter to members of Legislature urging retention of.....	2	3	Investment of, in mortgages, Bill to permit, Abstract of.....	7	13	Dunlop, John D., Appointed member of Committee on Inland Waterways and Water Storage.....	42	1
List of associations on record as opposed to repeal.....	6	4	Defrees, Joseph H., Appeals to business men to support program of National Conference on Unemployment.....	36	16	In charge of trip through Hudson River and Barge Canal.....	37	12
Members of Legislature express views on.....	6	7	Explains purpose of Foreign Trade Financing Corporation.....	11	13	Dyer, George E., Speech at Members' Council luncheon meeting on the work of the New York State Bridge and Tunnel Commission.....	22	5
Members of Legislature show wide divergence of opinion on.....	5	4	Delamater-Ericsson Tablet Committee, In charge of memorial ceremonies and tablets in honor of Captain John Ericsson and Mr. Cornelius H. Delamater.....	43	4			
Members of Legislature state position on.....	4	11, 13	Dental Society of the State of New York, Annual meeting, 1921; attendance breaks record.....	21	12	E		
Members of Legislature state position on.....	7	5	Detroit, "New jury law" of.....	44	5	Eames, John C., Member of Committee on Public Utilities and Law.....	7	11
Occupational statistics used in connection with campaign against repeal of.....	7	4	Devastated Regions, Restoration of, Resolutions adopted at annual meeting of International Chamber of Commerce.....	30	5	Eastman, Lee J., Chairman of Committee on Highway Development.....	11	3
Occupational statistics used in connection with campaign against repeal of.....	9	4	Diplomatic and Consular Service, Preambles and resolutions adopted, asking that adequate provision be made for.....	8	12	Eastman, Lucius E., Appointed delegate to annual meeting of National Foreign Trade Council.....	12	4
Organizations which have joined campaign against repeal of.....	8	5	Directors, Board of, Election of officers at special meeting of.....	22	15	Re-elected member of Board of Directors.....	21	2
Poll of City employees, Letter to employers asking, and partial returns.....	7	7	Elections to, at annual meeting of members.....	21	3	Eastmond, Joseph F., Represents Association at conference to consider standardizing terms used in commercial letters of credit.....	23	1
Proof conclusive that the workers want.....	6	10	Resignation of James M. Beck.....	1	16	Economy Program, New York State, Appreciation by Governor of action taken by Association expressed through his Secretary.....	5	9
Result of; how it was taken....	6	1	Disarmament, Copy of resolution in favor of, sent to President Harding.....	25	5	Endorsed by various commercial organizations.....	5	4
Result of, sent to Governor; also full report of Albany hearing..	8	3	Resolution in support of movement for a "Naval Holiday".....	22	20	Preambles and resolutions endorsing; commercial organizations to be asked to cooperate.....	3	16
Referendum on, Let the people decide.....	14	8	See also Armaments, Limitation of					
Letter to members of Assembly Judiciary Committee proposing, at general State election.....	14	19	Distribution, Resolutions adopted by International Chamber of Commerce..	30	3	Edge, Walter E., Makes address at signing of Port Treaty.....	19	12
Republican platform plank.....	8	1	Docks, Commissioner of, See Hulbert, Murray			Statement on Foreign Trade Financing Corporation.....	12	1
Serious menace of repeal.....	6	10	Dodge, Martin, Appointed Manager of Industrial Bureau; sketch of his career..	14	20	Education, Board of, New York City, Letters giving assurance of enlarged facilities for evening schools.....	31	1
Speech of Dr. Royal S. Copeland against repeal of.....	6	4	Member of, Committee appointed as result of Immigration Conference.....	1	2	Promises cooperation in work of Anti-Litter Bureau.....	33	
Telegram to commercial organizations throughout the State asking them to protest to Governor, Senators and Assemblymen against repeal of.....	5	4	Committee of Seven to suggest changes in naturalization laws	3	14	Education, Department of, Federal, Education under Federal government.....	25	5
De Bernard, F. B., Describes tour of Barge Canal....	40	7	Executive Committee of Conference on Immigrant Education..	7	19	Referendum by Chamber of Commerce of the United States on establishment of, asked by Association.....	25	12
Represents Association, At hearing on bill to amend monopoly law.....	19	15	Represents Association, At Albany conference on unemployment.....	38	3			
At hearing on daylight saving, February 2.....	6	2	At annual meeting of the Academy of Political Science.....	41	9	Education Law, State, Continuation schools, Day and night sessions, Bill to provide for. Abstract of.....	12	
At hearing on transit situation..	10	16	At annual meeting of Industrial Relations Association of America.....	41	9	Fire prevention, Instruction in, in public schools, Bill to require. Abstract of.....	13	
In party making tour of Barge Canal.....	40	7	At conference of building construction.....	12	11	Schools, Municipal control, Bill to remove from, Abstract of.....	16	
On Committee to protest against acceptance of offer by Henry Ford for nitrate plant at Muscle Shoals.....	32	1	At Spring meeting of Taylor Society.....	22	18			
On trip through Hudson River and Barge Canal.....	37	12	Secretary of Committee on Unemployment Statistics.....	38	3	Election Law, State, Voting machines to be installed in New York City, Law providing for, Abstract of.....	15	
Visits Washington to urge passage of legislation to provide for higher fees in the Patent Office	40..	3	Serving on Committee on Arrangements in Armistice Day celebration.....	40	12	Elections, Honest Ballot Association organizing to prevent fraud; volunteers needed.....	27	
De Lima, E. A., Appointed delegate to National Foreign Trade Council.....	12	4	Doors, Revolving, Installation of, Bill to require approval of Building Department, Abstract of.....	15	14	Electric Code, License fees and charges for inspections of buildings, Ordinance to provide new schedule for, Protest against.....	1	12
Represents Association at annual convention at National Foreign Trade Council.....	19	10	Dress and Waist Manufacturers' Association, Favors daylight saving.....	3	4			
Death Rate, Comparison of fifty years ago with present.....	46	13	Drug Sundries, Sale of, by Department Stores, Bill to prohibit, Abstract of.....	14	6			
Deaths, United States statistics, 1919; report of Census Bureau.....	3	11						
Deaths, Births, Marriages, New York City, 1920 and 1919 discussed by "Herald".....	2	11						
New York City Statistics, 1920; report by Health Department.....	2	9						
Debt, Public, Foreign countries to United States increasing.....	32	4						
Of the world, strongest argument for disarmament program.....	44	6						

	No.	P.		No.	P.		No.	P.
Study of conditions shows revival..	18	9	Ericsson, Captain John,			F		
Elevated Railroad,			Memorial services to be held and tablets to be erected in honor of	43	4	Faber, Lothar W.,		
Structure of Manhattan Railway Company on Forty-second Street, Removal of, Bill to authorize, Abstract of.....	7	13	Tablets to be erected to memory of, designed and approved; unveiling ceremonies and evening exercises	46	15	Member of Committee on Highway Development	11	9
Elevators,			Erie Canal Fleet,			Fahey, John H.,		
Number of passengers carried on, 1919	10	13	Sold; cost to government.....	25	5	Statement on school for commercial organization secretaries.....	23	3
Elevators and Boilers,			Eich, John J.,			Failures,		
Inspection of, Bill, Abstract of....	9	11	Letter acknowledging preambles and resolutions of Association denouncing the threatened strike of railroad employees.....	38	1	See Business failures		
Elgin, Illinois, Association of Commerce,			Estimate and Control, Board of, State,			Fair Trade Commission, State,		
Publishes "Greater Elgin".....	44	14	Bill to create, Abstract of.....	14	7	Bill to establish, Abstract of.....	5	11
Ellis Island,			Law creating, and abolishing Central Supply Committee, Abstract of	19	9	Fall River, Massachusetts, Chamber of Commerce,		
Conditions at,			Ettinger, W. M.,			Favors daylight saving.....	3	6
Government officials express appreciation of report on; reply at length from Treasury Department	24	6	Judge in fly essay contest.....	18	3	False Statements,		
Investigation being made by Association; Commissioner of Immigration cooperating.....	3	12	Europe,			Use of, in obtaining property or credit, Law making, a misdemeanor	13	8
Investigation by Department of Labor, Industrial Bureau keeping in touch with.....	35	9	Situation in, reviewed by committee of Chamber of Commerce of the United States.....	37	7	Farmers,		
Letter to Chairman of House Committee on Appropriations regarding; reply received, promising consideration.....	1	7	Trade with, during September.....	46	3	Number of foreign-born white, in various States.....	35	11
Report and recommendation sent President Harding, members of the Cabinet, Secretary of the Treasury, Commissioner General of Immigration, and Surgeon General, with letters.....	23	19	Executive Law, State,			Total number of foreign-born white, 1910 and 1920 compared.....	35	12
Report on, with proposed remedies, approved.....	30	6	Government, City and County, Investigation of, by Governor, Bill to authorize, Abstract of.....	5	10	Farms,		
Reply of United States Surgeon General to report on.....	26	5	State police, Extra troops, Law providing for, and regulating generally, Abstract of.....	18	8	In New York State, Area, 1880 and at present.....	37	3
Graft,			Exhibition of Publicity,			In the United States,		
Editorial on.....	30	8	To be held in connection with International Sample Fair at Milan, Italy.....	44	15	Census statistics.....	32	15
Letter to Commissioner of Immigration offering assistance in stamping out, and his reply....	30	6	Export Freight,			Number and value.....	34	4
Statement by Commissioner of Immigration, July 16, regarding.....	30	7	Cartage charges on, Proposal to increase.....	4	17	Owned and operated by women..	34	5
Elmira, New York, Chamber of Commerce,			Free time allowance on, Shippers entitled to five days as result of hearing before Trunk Line Association	23	8	Total number.....	20	12
Favors daylight saving.....	3	3	Exports,			Within New York City limits.....	27	10
Publishes "The Elmira Booster"....	32	4	See Commerce			Farrelly, Stephen,		
Employment Bureaus, City,			Expositions,			Member of Committee on Military Affairs	19	6
See Industrial Aid Bureau			See "America's Making" Exposition			Fertilizers,		
Employment Bureaus, State,			Barcelona Fair,			See Muscle Shoals Nitrate Plant		
Letter and report urging continuance of, sent to Governor and to State Industrial Commissioner..	27	8	Brussels Commercial Fair,			Fifth Avenue Association,		
Report of Committee on Industrial Relations urging continuance of, adopted.....	27	8	Chemical Industries,			Endorses daylight saving.....	3	4
Engineering, Practice of, by Corporations,			Exhibition of Publicity,			Endorses daylight saving.....	5	6
License regulations, Law, Abstract of	21	7	International Sample Fair,			Endorses Governor's economy program	5	9
License regulations to bar, Opposed by Association; bill approved in amended form.....	14	7	Lyons Fair,			Protests against sale of Mohansie Lake Reservation.....	13	1
Reasons for opposition filed with Chairman of Assembly Committee on General Laws.....	15	15	Manufacturers and Designers, Exhibition of,			To cooperate in Anti-Litter work..	11	13
Engineers,			Netherlands International Industries Fair,			File, A. Lincoln,		
See Licenses for engineers			Padua, Italy, International Sample Fair,			Reviews daylight saving situation and explains why a Federal law is needed.....	24	5
England,			Peruvian Centennial Exposition,			Finance,		
Preparing to adopt daylight saving	13	5	Prague Sample Fair,			Cities of 30,000 population and more; report by Census Bureau.....	19	4
Enright, Richard E.,			Swiss Sample Fair			Comparison of military expenditures with amounts spent for amusements and luxuries.....	43	3
Acknowledges letter regarding bag-gars and peddlers at subway and elevated entrances.....	20	7	Express Classification,			Expenditures of ten largest cities in 1919	46	9
Calls work of Block Captains "very helpful"	21	13	Official, No. 27, How revision varies from rules hitherto in force...	1	14	New York City, Statistics 1920....	15	10
Replies to letter of complaint in regard to exhaust whistles on motor vehicles.....	37	11	Express Companies, Consolidation of,			New York City's borrowing capacity	19	13
Replies to letter of protest against method of selling tickets for Field Day Games.....	31	6	Hearing held on; opinion of Interstate Commerce Commission favoring	2	10	Preambles and resolutions adopted by International Chamber of Commerce	30	1
Envelope Manufacturers of America,			Express Service,			Revenues and expenses of United States Government.....	33	11
Endorse daylight saving campaign..	5	7	Departments established to handle specific matters.....	40	9	Finance Law, State,		
			"On hand" department, Precautions to prevent shipments going to proposed changes in classification docket	19	12	Estimate and Control, Board of, Bill to create, Abstract of.....	14	7
			"Right way plan,"			Law creating, and abolishing Central Supply Committee, Abstract of	19	9
			Nation-wide movement to be launched	3	12	Fingerprinting,		
			Why shippers should adopt; table showing improvement.....	20	19	By pawnbrokers of every person obtaining money on security, Bill to require, Abstract of.....	5	11
			Express Shipments,			Fire Escapes,		
			Claims for loss or damage, Time for filing, extended.....	31	14	Appliances for, in tenement houses, Bill to require, Abstract of.....	4	15
						Automatic safety devices, Installation in non-fireproof buildings, Bill to permit, Abstract of.....	11	16
						Instruction in, in public schools, Bill to require, Abstract of.....	13	10
						Fire Loss,		
						Comparative statistics, United States and European countries.....	34	6

	No.	p.		No.	p.		No.
During April.....	22	16	Food, and Markets, Division of, State,			American trademarks in Brazil; re-	No.
Figures for past year show discred-			Comments studies on Labor Turn-			report by Albert Parker.....	5
itable record.....	1	8	over	1	4	Argentine Ports, Shipping opera-	
United States,			Ford, Frank E.,			tions in.....	11
Amount of, shown by various com-			Member of the Port Authority for			Australia, Tariff, Deferred duties ..	11
parisons	45	8	New Jersey.....	19	13	Bulgaria, Exports to, Certificate of	
Average per day.....	17	12	Foreign and Domestic Commerce, Bu-			origin and signature of a Cham-	
During year 1920.....	36	15	reau of,			ber of Commerce required.....	6
Illustrations to show amount of	46	8	Chief of Division of Foreign Laws			Cable addresses; advantages follow	
Total for five years.....	38	8	to visit New York.....	32	11	printing them on letter heads ..	6
United States and Canada,			Foreign and Domestic Commerce, Bu-			Cable messages, Mutilated, Repeats	
During January.....	13	8	reau of, New York Office,			of, Charge for, may be made	
During March.....	16	7	Letter from Manager telling of Can-			matter of appeal.....	11
During April.....	20	7	ada's resources.....	15	13	Cable service, Suggestions for im-	
During May.....	27	2	Foreign Languages,			provement	2
During September.....	37	11	Use of, in speeches relating to the			Citrus black fly, Quarantine on.....	10
During year 1920.....	39	2	Government, Bill to make, a			Cuban law repealing the morato-	
During year 1920 establishes record			misdeemeanor, Abstract of.....	10	11	rium	7
exceeded only once.....	15	16	Foreign Trade,			Havana, Port conditions, Improve-	
Fire Prevention Day,			Free lectures to be given on; topics			ment reported in.....	5
Proclamation of President asking			and speakers.....	36	8	International postal convention ..	6
State Governors to designate			See also Commerce			Marine insurance; committee organ-	
October 10 as.....	35	9	Foreign Trade Bureau,			ized to consider problems in-	
Firearms,			Annual report of, discussed by			involved	5
Carrying of, Bills to amend Sullivan			American Consul at Prince Rup-			Names of agents should be given	
law in regard to, Abstracts of..	5	10	ert, British Columbia.....	43	5	in connection with foreign ad-	
Issue of permits by Magistrates, Law			Asks individual firms to urge re-			vertising	21
forbidding, Abstracts of.....	13	8	tenition of City passport office..	20	5	Packing for export, Rules for, given	
License to carry, Bill, Abstract of	11	15	Calls attention of Director of the			by exporter of textiles.....	2
Licenses outside of New York City,			Consular Service to need of care			Paris-Marche-du-Monde, New plans	
Bill, Abstract of.....	6	18	by American Consuls in furnish-			for, call for ten stories.....	2
Possession of, by householders, Bill			ing information.....	29	5	Passport office, City, Campaign for	
to permit, Abstract of.....	8	12	Compiles information on business			retention of, renewed.....	15
Fires,			conditions in foreign countries,			Patents, Filing of applications,	
Fatalities due to, in United States			First installment.....	32	7	Bill to extend temporarily the	
and Canada.....	46	12	Second installment.....	39	5	time for, Preambles and resolu-	
United States, Average one per min-	36	8	Finds trucking and storage rates the			tions in support of.....	5
ute			most reasonable obtainable.....	20	11	Law passed giving extension of	
Fitchburg, Massachusetts, Chamber of			Has on hand copies of London con-			time for.....	11
Commerce,			tract export forms.....	19	11	Postal Convention signed between	
To be represented at daylight sav-			Interesting testimony to the value			Spain, United States and Latin	
ing conference.....	6	7	of, contained in letters from			American Republics.....	4
Fitzpatrick, F. F.,			diplomatic agents.....	41	6	Postal service, Supplementary, Re-	
Member of Committee on Public			Letter from member expressing ap-			sumption of, postponed.....	11
Utilities and Law.....	7	11	preciation of assistance rendered			Services performed by Bureau for	
Flags,			by	3	9	members	33
National and State, Use of, as re-			Letter from member expressing ap-			Swiss sample fair announced.....	11
ceptacles for money,			preciation of services.....	40	11	Tentative program for National	
Bill to prohibit, Abstract of.....	12	8	Letter from member shows appre-			Foreign Trade Council.....	9
Law prohibiting, Abstract of....	19	9	ciation of help given.....	35	9	Third International Sample Fair at	
Fly, Citrus Black,			Letter from paper house express-			Padua, Italy, to be held in June	
Hearing held by Federal Horticultu-			ing sense of obligation for as-			Trade contracts cause confusion;	
ral Board to consider restric-			sistance of.....	33	4	agreement in standard forms	
tion of imports to prevent; New			Letter, typical of many received,			sought	7
York not in danger.....	3	15	expressing appreciation of serv-			ices	16
Quarantine on fruits and vegetables			Letters from members expressing			Trinidad tariff; exporters hampered	
announced; letter from Depart-			appreciation of services.....	6	20	Universal Postal Convention of Ma-	
ment of Agriculture promising			Letters from members expressing			drid	11
enforcement	10	12	appreciation of services.....	15	19	Foreign Trade, Committee on,	
Fly Essay Contest,			Letters from members expressing			Recommends joining in issuing a	
Arranged by Chairman of Commit-			appreciation of services.....	43	10	call for conference on standard	
tee on Pollution and Sewerage..	13	3	Letters of appreciation from mem-			forms for letters of credit.....	15
Prizes and luncheon given to win-			bers, Quotations from.....	42	8	Recommends return to charge of	
ners; City officials take part..	18	3	Letters testifying to value of work			one dollar for issuing and viséing	
Fly, House,			done by.....	7	17	passports	13
Spring campaign against,			Manager,			Report and resolution on textile	
Endorsed by Brooklyn Tubercu-			See Mahoney, William H.			situation in Cuba.....	19
losis Committee.....	13	3	Report,			Report approving bill in Congress to	
Planned by Committee on Pollu-			February	12	4	provide for creation of Foreign	
tion and Sewerage.....	11	3	February	13	12	Trading Zones.....	25
Spring drive of 1921 the thirty-first	13	3	June	29	8	Report approving standard forms	
Fly Tournament, 1921,			August	33	4	for use in foreign trade.....	37
Again won by George R. Diamond;			October	42	8	Report on Inquiry of Chamber of	
statement by Edward Hatch,			November	45	6	Commerce of the United States	
Jr.	2	12	Review of its activities.....	31	15	as to importance of various	
Pacific swatter sends dead fly with			Sends inquiry to Commercial At-			topics	29
letter	5	15	tachés in leading European			Report recommending offer of as-	
Special prize sent Pacific Coast			countries asking effective ways			sistance and cooperation in con-	
champion with letter from			of developing commerce.....	43	10	nection with commercial treaty	
Chairman Hatch.....	14	4	Services performed by.....	38	10	with Germany and all general	
Food,			Foreign Trade Bureau, Articles by,			treaty matters.....	42
Exports and imports during past			Account of annual meeting of Na-			Report recommending that the use	
year	1	12	tional Foreign Trade Council..	20	9	of passports be abolished.....	42
Imports, 1910 to 1919.....	1	3	American hotel in Constantinople,			Foreign Trade Financing,	
Vegetables, Statistics by States, 1919	21	5	Desirability of constructing....	9	14	See Members' Council luncheon	
Food, Drugs and Medicines,			American petroleum products, Pos-			meeting; American Business and	
Federal regulation of interstate			sibilities in United Kingdom for	34	9	Foreign Credits, January 19	
commerce in, Bill to provide,						Foreign Trade Financing Corporation,	
approved by Association.....	7	19				Described by John McHugh at	
						Members' Council luncheon	
						meeting, January 19.....	4

No.	P.	No.	P.	No.	P.			
Purpose of, explained by President of Chamber of Commerce of the United States.....	11	13	From New England to Queens and Brooklyn, Adjustment of, planned.....	33	10	Special Committee appointed to investigate the system of payment; members.....	24	8
Subscriptions; Committee of Thirty; amendment to Edge Act sought; sale of stock.....	11	13	On carload shipments of books announced.....	32	11	Gasoline,		
Why it is needed; opinions of business and financial leaders.....	12	3	To Texas points, Equality in, from New York City asked.....	12	5	Standard, Bill to prescribe, and to regulate the sale of.....	12	8
Why it was created; method of operation; organizations.....	10	7	See also Railroad rates, Transcontinental rates			Gaston, North Carolina, Chamber of Commerce,		
Sign Trading Zones,			Freight Receipts,			Writes that its industries are already operating on daylight saving plan.....	6	8
Bill to provide for,			Laxity in method of handling; remedy proposed by Merchant Truckmen's Bureau of New York.....	24	7	Geneva, New York, Chamber of Commerce,		
Amendment to, under consideration.....	32	10	Freight Service,			Sends referendum on daylight saving to members.....	5	7
Analysis and explanation of.....	37	1-3	Between New York and Baltimore, Announcement of.....	26	15	German Merchandise,		
Letter to Senator Jones in support of.....	37	1	Freight Traffic Management,			Branding regulations, Members warned in regard to.....	32	4
Report adopted approving.....	25	5	Course in, offered by School of Commerce, Accounts, and Finance..	32	16	Export tax on, not applicable to America.....	32	4
Fight for, renewed.....	37	1	French Sudan,			Gillechrist, John F.,		
Fight for, renewed.....	37	6	Cotton crop, Plan for development by irrigation.....	30	5	Reply to inquiries with regard to official procedure for granting City licenses for taxicabs.....	45	7
See also Free Ports			Friedsam, Michael,			Gitterman, Joseph L.,		
ty-second Street Property Owners of New York City,			Chairman of Citizens' Advisory Committee on New York City's postal facilities.....	31	2	Member of Gas Committee.....	24	8
To be represented at daylight saving conference.....	6	8	Frost, Wesley,			Glens Falls, New York, Chamber of Commerce,		
nce,			Appointed American Consul at Marseilles, France.....	15	13	Endorses daylight saving.....	10	8
Adopts daylight saving schedule... 13	5		Explains the levying of both import and export duties on rejected goods.....	15	15	Gloversville Chamber of Commerce,		
nel, Lee K.,			Fry, Alfred Brooks,			Wires Governor and Senators requesting them to support daylight saving.....	5	7
Member of Committee on Industrial Relations.....	27	3	Member of Commission to investigate conditions in Panama Canal Zone.....	24	2	Gold,		
er, Sir Drummond,			Fry, C. Luther,			Amount received from other countries since September, 1920....	29	12
Explains ter Meulen plan to Board of Directors, Foreign Trade Committee, and Committee on Banking and Currency.....	41	3	Represents Association, At annual meeting of Academy of Political Science.....	41	9	Imports,		
nds,			At annual meeting of Industrial Relations Association of America.....	41	9	During fiscal year 1919-1920....	32	16
Articles in "Greater New York," warning against, attract attention; specific instances cited..	15	20	Galvin, John F.,			Since 1921.....	38	9
Member warns other members against swindler passing worthless check.....	19	14	Member of Gas Committee.....	24	8	United States' share of gold stock	29	11
"Senator Cassidy" may be same as "Senator Fogarty," letter from E. L. Kohlberg and Son.....	24	8	Garages, Public, and Motor Vehicle Repair Shops,			World production since discovery of America.....	30	7
"Senator Cassidy" takes place of "Senator Fogarty".....	14	20	Proprietors to keep record of vehicles left in charge of, Bill, Abstract of.....	5	11	Gold and Silver,		
Woman in black seeking money for Y. M. C. A. fees.....	23	20	Garbage,			Production, United States.....	1	16
See also Charity Organization Society, Articles by			See Anti-Litter Bureau			Gouverneur, New York, Chamber of Commerce,		
ndulent Conveyances,			Gas,			Favors daylight saving but cannot endorse it on account of sentiment prevailing in its section..	5	7
Bill in relation to, Abstract of....	12	7	Made and sold in New York City during 1920.....	22	15	Government Bonds,		
derick, Maryland, Chamber of Commerce,			Gas and Electricity,			Who owns the bonds?.....	30	13
Publishes "Greater Frederick".....	30	15	Deposits for, Bill to require, Abstract of.....	9	12	Government, City and County,		
e Port at Copenhagen,			Deposits, pending increase in rates, Bill to require, Abstract of....	14	7	Investigation of, by Governor, Bill to authorize, Abstract of.....	5	10
Established; advantages told by Copenhagen Free Port Company..	46	7	Meter readings, Bill to require companies to furnish copies of, Abstract of.....	13	10	Government Employees,		
e Port at Kingston, Jamaica,			Meter tests and reports, Bill to provide for, Abstract of.....	13	10	Referendum regarding,		
e Port of Goteborg,			"Gas Logic,"			Report of special committee on, worthy of study.....	23	12
Completed, and to be formally opened.....	41	12	Early city lamps.....	45	12	Result of.....	27	12
e Ports,			Gas Meters,			Special committee appointed to consider and report on; members.....	21	4
Recommended by International Chamber of Commerce.....	30	4	Charge for, Bill to prohibit, Abstract of.....	14	7	Vote of Association on.....	22	17
See also Foreign trading zones			Gas Rates,			Release of, due to reorganization of government machinery.....	25	6
ght,			Method of charging consumers for gas is discriminatory.....	25	6	To be released July 1, would like civilian places.....	25	12
Less than carload shipments, Trucking problem, from terminals to piers solved by Isthmian Steamship Lines.....	18	9	Petition filed with Public Service Commission asking substitution of graduated for flat rates....	25	3	Government, New York City,		
See also Cartage Charges on Export Freight,			Report of Committee on Public Utilities and Law on; special committee to be appointed to examine into report.....	91	7	Bill to provide for appointment of Commission to inquire into, prepared by Brooklyn Chamber of Commerce and endorsed by Association.....	8	13
Ocean freight,			Report of special committee to consider system of payments.....	25	1	Reorganization and Retrenchment Commission to examine into, Bill to create, Abstract of.....	7	13
Package car service						Governor of State of New York, .		
ght Classification,						See Miller, Nathan Lewis		
See Consolidated Classification Committee						Governor's Economy Program,		
ght Rates,						See Economy Program, New York State		
Change in basis for port differentials opposed.....	16	15				Grain Futures,		
Comparison of class rates by rail with canal and lake service... 21	9					Letters sent Chairmen of Senate and House Committees in Agriculture opposing bill to tax contracts for the sale of.....	27	3

	No.	p.		No.	p.		No.	p.
Protest against interference with sale of, Resolution adopted at request of New York Produce Exchange	26	11	"Harnesse Age," Horseless age far off.....	32	11	High Bridge, Piers to be removed instead of bridge itself.....	10	9
Great Britain, Canals in.....	32	10	Hartford, Connecticut, Chamber of Commerce, Favors National and State daylight saving, but opposes local option	5	3	High Schools, Number of pupils in United States enrolled in.....	6	14
Population of, and its colonies.....	31	14	To be represented at daylight saving conference.....	6	8	Highway Development, Committee on, Members	11	9
Puts daylight saving schedule into effect	15	18	Harvard University, Bureau of Business Research, Issues pamphlet on operating expenses of retail jewelry stores..	39	3	Report condemning the overloading and speeding of motor trucks..	11	9
Great Lakes Transit Corporation, Announces reopening of navigation on Great Lakes; rates.....	13	9	Hatch, Edward, Jr., Arranges for fly essay contest.....	13	3	Highway Law, State, Garages, Public, and motor vehicle repair shops, Proprietors to keep records of vehicles in charge of, Bill to require, Abstract of	5	21
"Greater New York," Commercial organizations find useful information in.....	39	7	Awards special prize to Pacific Coast fly swatter with letter in recognition of service.....	14	4	Motor truck trailers, Registration and number plates, Provisions, Bill, Abstract of...	7	14
Commercial organizations write in praise of.....	36	11	Comments on decision in Passaic Valley Sewer case.....	19	4	Registration and number plates, Provisions, Law, Abstract of...	20	14
Commercial organizations write in praise of.....	37	5	Distributes prizes to, and entertains at luncheon winners of fly essay contest	18	3	Motor trucks and trailers, Green lights on, Bill to require, Abstract of.....	8	11
Letter from Detroit Board of Commerce in praise of.....	46	14	Finds proper enforcement of rule regarding toilets on trains to prevent pollution of Croton Water-Shed	2	12	Wider racks on, Bill to permit, Abstract of.....	8	11
Publication of, to be suspended during August.....	30	1	Represents Association at annual meeting of Chamber of Commerce of the United States....	17	11	Wider racks on, Law permitting, Abstract of.....	20	14
Greater New York Charter, See Charter, New York City			Statement expressing pleasure at success of George R. Diamond in fly tournament.....	3	13	Motor vehicle lights, Automatic signal, Bill to require, Abstract of.....	6	17
Gregory, C. F., Represents Association at annual convention of National Foreign Trade Council.....	19	10	Statement on bill to permit sale of Mohansic Lake Reservation....	17	3	Colored, Bill to prohibit, Abstract of.....	13	14
Griffin, H. B., Member of Gas Committee.....	24	8	Hatch, Harold A., Member of Committee on Industrial Relations	27	2	Equipment, Exceptions, Bill, Abstract of.....	7	15
Griffin and Spaulding County Board of Trade of Georgia, Cannot be represented at daylight saving conference but advocates such an association.....	6	7	Havana, Port conditions, Improvement in, reported	5	16	Motor vehicle operators, License provisions, Bill to make State-wide, Abstract of.....	4	15
Gunpowder, Sent abroad in 1920.....	35	5	Shipments to, S. S. "Ida," Protest made against improper provisions for discharge of cargo of.....	3	15	Reckless driving, Bill to curb, Abstract of.....	9	12
H			S. S. "Poznan," Return of, creates puzzling situation; letter to members interested telling what has been accomplished in their behalf.....	3	15	Reckless driving, Penalties for, Law imposing, Abstract of.....	16	11
Hall, E. K., Member of Committee on Industrial Relations	11	6	Hawaii, Post Office Department warns public of need for correct address on mail for.....	35	5	Reckless driving, Penalties for, Letter to Governor asking approval of bill providing for.....	14	5
Succeeds Gerhard M. Dahl as Chairman of Committee on Industrial Relations	27	2	Postal service, Conditions applicable to domestic mail apply to....	37	12	Motor vehicle owners to file indemnity bond or insurance policy, Bill to require, Abstract of...	6	10
Hammers, Automatic, Use of, Bill to prohibit, Abstract of	12	7	Hawkins, W. W., Represents Association at annual meeting of International Chamber of Commerce.....	30	1	Motor vehicle registration fees, Abstract of bill to increase.....	10	24
Hanford, Ernest J., Member of, Committee on Public Utilities and Law	7	11	Hays, Will H., Acknowledges letter advocating removal of old post office building	31	2	Bill to increase, considered by Legislative Committees.....	10	10
Gas Committee.....	24	8	Appeals to business men to mail letters when ready.....	17	5	Motor vehicles, Licenses, registrations and amending generally, Law, Abstract of	20	14
Harbor and Waterway Improvements, Estimate of Army Engineers for..	1	11	Discusses postal situation in New York City.....	38	11	Licenses to be revoked on conviction of holder of petit larceny...	6	13
Harbor, Docks and Terminals, Committee on, Members of, inspect Staten Island piers at invitation of Dock Commissioner	8	9	Explains how he is trying to raise standards of Post Office Department, and to improve the service	44	7	Second-hand, Sale of, Requirements, Bill, Abstract of.....	9	12
Members, Three additional appointed	46	3	Issues appeal for early mailing of letters and postal cards to prevent congestion.....	24	4	Second-hand Sale of, Requirements, Law, Abstract of.....	13	11
Proposed plan for port improvement referred to.....	46	3	Tells of establishment of a Bureau of Information in the Post Office Department Building....	23	18	Signs to show ownership, Bill to require, Abstract of.....	9	13
Harbor Obstructions, At Robin's Reef, Cooperation of Association in request for removal, asked by Commissioner of Plant and Structures.....	41	10	Urges postmasters to join their local commercial organizations.....	13	6	Tractors, Fluted wheels, Use of, Bill to prohibit, Abstract of.....	14	7
Harding, Warren G., Acknowledges, through Secretary, receipt of resolutions relating to railroad strike.....	39	1	Health Commissioner, City, See Copeland, Royal S.			Highway Motor Transportation, See National Highway Motor Transportation Board		
Issues proclamation asking State Governors to designate October 10 as fire prevention day...	35	9	Health Department, City, Issues statistics showing 1920 New York's healthiest year.....	2	9	Highways, See Pelham Parkway		
Issues Thanksgiving Proclamation	40	12	Health Law, See Public Health Law			Hoboken, New Jersey, Chamber of Commerce, Favors daylight saving.....	3	6
Signs resolution authorizing development of New York Port by Port Authority Commission....	32	11	Hepp, A. C., Member of Gas Committee.....	24	8	Hogs, Price, Chicago, 1914 and 1919.....	31	10
Harlem Board of Commerce, Adopts preambles and resolutions endorsing Governor's economy program	5	9				Holidays, Bank holidays, Saturdays during July and August to be observed as, Bill, Abstract of.....	11	10
Protests against sale of Mohansic Lake Reservation.....	19	15				To be celebrated on Mondays, Bill, Abstract of.....	10	10
						Home Rule for Cities, Charters, Bill to permit cities to amend and adopt, Abstract of...	7	10
						Honduras, Postal administration, Changes in..	7	10
						Honest Ballot Association, Organizing for tenth year of work; volunteers needed.....	17	9

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No.	p.	No.	p.	No.	p.			
Keeping in touch with United States Department of Labor in investigation and reorganization of immigration service at Ellis Island	35	9	Unemployment figures, January to September, show decrease.....	38	8	Marine insurance corporations, Bill to provide for, Abstract of.....	8	1
Letter from Metropolitan Life Insurance Company expressing appreciation of work of.....	9	13	Unemployment situation in New York City, Peak of, passed.....	15	11	Marine risks, Bill in relation to re-insurance of, Abstract of.....	9	11
Letter from National Park Bank commending work of.....	11	20	Unemployment situation in New York City; State Department of Labor figures.....	26	7	Law in relation to re-insurance of, Abstract of.....	21	1
Letter from Research and Statistical Department of Hoggson Brothers complimenting.....	15	19	Submits suggestions to Census Bureau in regard to "Survey of Current Business".....	31	11	Motor vehicle titles, Guarantee corporations to examine, Bill to authorize, Abstract of.....	14	
Makes survey of Staten Island; summary	44	1	Studying the question of need for an iron and steel plant on New York Harbor.....	11	7	Motor vehicles, Owners of, to file indemnity bonds, Bill to require, Abstract of.....	8	12
Making investigation of conditions on Ellis Island.....	8	13	Industrial Commission, State, Reorganization of, Law providing for, Abstract of.....	13	10	Rate-making associations to furnish services without discrimination, Bill to require, Abstract of.....	12	1
Manager, See Dodge, Martin			Industrial Committee, Report recommending action to promote industrial development in Richmond Borough.....	46	1	Reports relating to salaries and mortgage loans, Bill to require, Abstract of.....	11	12
Memorandum stating reasons why publication of "Monthly Labor Review" should be continued..	37	9	Industrial Courses, Valuable alternative instruction given in Haaren High School..	6	16	Insurance, Marine, Questionnaire on, Cooperation of members asked.....	25	13
Receiving many letters commending its work	11	20	Industrial Fairs and Expositions, See Expositions			Questionnaire sent out through Committee on Marine Insurance to obtain sentiment of members with regard to; in touch with other commercial organizations	22	13
Report, December	3	16	Industrial Plants, Employees in.....	31	16	Interborough Rapid Transit Company, Reply of President Frank Hedley to letter regarding beggars and peddlers at subway and elevated entrances	29	7
April	21	3	Industrial Relations Association of America, Account of annual meeting.....	41	9	International Apple Shippers' Association, Awards Apple Day Trophy to New York City.....	3	15
October	43	3	Industrial Relations, Committee on, Chairman, Appointment of E. K. Hall to succeed Gerhard M. Dahl	27	2	International Chamber of Commerce, Administrative Commission; issuance of referenda; meeting of 1922	37	1
November	45	7	Favors legislation to permit publication of "Monthly Labor Review"	37	9	Annual meeting, An entire success; text of resolutions; delegates from Association	30	13
Sends questionnaire to representative manufacturing establishments in New York City concerning wage reductions.....	5	15	Made a standing instead of a sub-committee	11	6	Appointment of a Port Facilities Committee recommended at.....	27	1
Studies and reports, Building paralyzed by high cost of materials and high wages; analysis of Cleveland report..	29	7	Members	11	6	Delegates from Association to.....	23	1
Building paralyzed in Boston and Rochester	30	9	Members, New list of.....	27	2	List of delegates to.....	24	1
Camp duty and pay.....	26	11	Members, New List of.....	30	7	Of importance to peace and trade expansion	23	1
Candy Industry, Hours of labor in	21	11	Report on Industrial Relations.....	11	6	Official statement embodying arrangements	23	1
Cash discounts allowed by wholesalers to retailers.....	28	3	Report urging continuance of State Employment Bureaus.....	27	3	Reports submitted by American delegates	27	1
Cash discounts in twenty-one industries	19	12	Industrial Relations, Second Report on, Comment of "National Labor Digest" on.....	21	10-11	Restoration of world commerce leading theme for discussion..	26	1
City's industrial output, High jump in value of.....	39	10	Interesting report.....	11	10	Ten delegates to, from Association	27	1
Clothing industry, New York City increases lead in.....	34	7	Praised by "Evening Post".....	19	12	To be held in London.....	23	1
Construction industry, Survey of the situation in the larger cities of the United States.....	28	1	Text of, as adopted.....	11	6	Commissioners for American representative sales for Paris; plan of work.....	1	1
Continuation schools.....	23	7	Widespread demand for.....	24	4	Countries holding membership in.....	39	1
Cost of living going down but still far above 1914.....	36	9	Industrial Safety Museum, Establishment of, in Labor Department, Bill, Abstract of.....	11	16	Directors of American section establishing Advisory Committee; December meeting.....	1	1
Cost of living in New York City	26	11	Industry, Manufacturing plants, Number of, and value of products, 1914 and 1919	26	11	Discussion of international trade questions leads to important understandings	39	1
Electrical appliance industries...	18	9	Information, Bureau of, Establishment of, at Washington; statement by Postmaster General	22	18	First Congress of, described by editor of "The Nation's Business"	22	1
Ellis Island, Conditions at.....	20	6	Inheritance Tax Law, Law transferring administration of, to Tax Commission, Abstract of	19	9	Membership; Paris meeting; Executive Committee appointed.....	43	1
How New York employers are caring for workers.....	36	12	Inland Waterways and Water Storage, Committee on, Appointment of John Dunlop as member of.....	42	2	Officers, meetings, classes of membership	16	14
Immigrants no longer remain in New York City.....	34	5	Insurance Contracts, Issued by foreign underwriters, Bill to tax, Abstract of.....	14	7	Purposes of, Approved by American Bankers Association	43	1
Immigration conference.....	1	2	Insurance Law, Fire insurance policies, Cancellation of, for non-payment of premiums, Bill in relation to, Abstract of.....	9	12	Explained by Secretary of the United States Bureau of the Chamber	16	1
Iron and steel consumed in bridge and tunnel construction and in transit lines.....	18	10	Foreign corporations, Reports on Marine insurance contracts, Bill in relation to, Abstract of.....	15	14	Resolution adopted by Executive Committee of urging necessity of agreement on disarmament at Washington conference.....	44	1
Iron and steel plant on New York Harbor	14	2	Life insurance companies; disposal of stock; investments in foreign bonds, Law in relation to, Abstract of.....	21	8	Topics to be considered at Second Annual Meeting.....	23	1
Manufacturing plants, Number of, and value of products, 1914 and 1919	26	11	Life insurance, Group, Bill to repeal, Abstract of.....	7	14	International Postal Convention, Changes made by.....	11	17
New York the greatest market in the world; analysis of population figures within two hundred mile area.....	26	1						
Newtown Creek district, Industrial survey of.....	25	7						
Piers on Staten Island near completion	32	7						
Prices, Comparison shows uneven decline	1	2						
Prices, Wholesale, becoming stabilized	26	9						
Prices, Wholesale, declining faster than retail, valuations throughout the world.....	16	9						
Unemployment figures disclosed by Committee on Unemployment Statistics	40	4						

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	No.	P.		No.	P.		No.	P.
Report,			Lincoln, J. C.,			At School for Commercial Organi-		
November	1	15	Appears before Interstate Commerce			zation Secretaries and acts as		
December	5	13	Commission to ask equality in			managing editor of its daily		
January	10	7	freight rates from New York			newspaper	22	8
February	13	3	to points in Texas	13	5	Lyons, John J.,		
March	17	11	Represents Association,			Takes oath of office; account of		
April	20	20	At hearing on bill to create a Port			ceremony	1	9
May	26	11	Authority	13	5	Lyons Fair,		
August	24	13	At hearing on bill to create a Port			Announcement; information will be		
November	45	7	Authority	16	15	supplied by official delegate ..	27	6
Services rendered by	45	8	At hearing on free time at Port					
Legislature, New York State,			of New York	16	15			
Members from New York City, List			At hearing on restriction of light-					
of, with map of each County			erage service in movement of					
giving districts, prepared by			lumber shipments	23	8			
Association	7	6	At hearing on transcontinental					
Salaries of members, Increase in,			freight rates	42	8			
Result of vote on Constitutional			In opposing increase in lighterage					
amendment providing for	46	7	charges at hearing before Trunk					
Lehman, Arthur,			Line Committee	22	16			
Member of Committee on Daylight			In party making tour of	40	7			
Saving	4	11	On trip through Hudson River					
Leiper, C. L.,			and Barge Canal	37	12			
Member of Committee on Harbor,			Literacy Test,					
Docks and Terminals	46	3	Result of vote on Constitutional					
Letters of Credit, Standard Forms,			amendment to provide for	46	7			
Conference on, Call for, Association			Local Transportation, Referendum on,					
joins in, at recommendation of			Results of	6	14			
Foreign Trade Committee	15	17	Vote of Association on	1	10			
Levett, Benjamin A.,			Locomotives,					
Makes oral argument at hearing on			Built and ordered during 1920 and					
customs duties and files brief ..	10	16	1919	2	5			
Lewis, Nelson P.,			Lodge, Henry Cabot,					
Member of Committee on Highway			Explains reasons for increased pass-					
Development	11	9	port fees	30	5			
Lewisohn, Samuel A.,			Loeb, William,					
Member of Committee on Daylight			Member of Committee to consider					
Saving	4	11	Referendum on Government					
Libel,			Employees	21	4			
Definition of, Bill to broaden, Ab-			London,					
stract of	8	11	Controversy as to whether New York					
Liberty Bonds,			or London is world's great-					
Owned by banks and private indi-			est city	35	6			
viduals	16	9	International shoe and leather fair					
Library Material,			to be held in	33	4			
Thefts of,			London Chamber of Commerce,					
Bill to prevent, Abstract of	14	6	Tenders thanks to Association for					
Law to prevent, Abstract of	20	15	courtesies during recent visit to					
Licenses, Commissioner of,			United States	1	16			
See Gilchrist, John F.			"London Statist,"					
Licenses for Engineers,			Gives comparison of prices in dif-					
Memorandum filed with Board of			ferent countries since the arm-					
Aldermen opposing ordinance			istice	3	9			
providing for	4	19	Long Island Railroad,					
Ordinance to provide for, opposed;			Traffic on, Increase in	5	14			
report from Bureau of Research			Love, John H.,					
giving reasons	1	13	Re-elected member of Board of					
Lien Law,			Directors	21	3			
Chattel mortgages, Filing of, Law			Re-elected Treasurer of Associa-					
in relation to, Abstract of	19	9	tion	22	15			
Chattel mortgages on stocks and			Lowe, Henry W.,					
merchandise, Law in relation			Represents Association at annual					
to, Abstract of	19	9	meeting of International Cham-					
Mechanics' liens, Bill in relation to,			ber of Commerce	30	1			
Abstract of	11	15	Lowell, Massachusetts, Chamber of Com-					
Motor vehicles, Seizure of, by per-			merce,					
sons acquiring a lien thereon,			Presents arguments showing why					
Bill to permit, Abstract of	10	10	daylight saving is favored in					
Serving of summons by publica-			Massachusetts	10	3			
tion of actions to foreclose, Bill			Lumber,					
to provide, Abstract of	7	14	Amount and value, 1920, New York					
Lighterage Rates,			State	27	12			
Proposed increase opposed at hear-			Cut in New York State during three					
ing before Trunk Line Commit-			years	39	2			
tee	22	16	See also Lighterage Service, Lum-					
Lighterage Service,			ber shipments					
Free privilege at New York on less			Lynch, Hugh,					
than carload shipments of im-			Presents silver cup, on behalf of					
port freight, Proposal to estab-			Association, to winner of race					
lish, Hearing to be held on	27	11	at Syracuse State Fair	22	12			
Lumber shipments, Proposal of Erie			Represents Association,					
Railroad to restrict, opposed,			At Albany in urging passage of					
and withdrawn	23	8	Booth daylight saving bill	3	1			
			At hearing on daylight saving,					
			February 2	6	2			
			At hearing on transit situation ..	10	16			

No.	p.	No.	p.	No.	p.			
Territorial distribution of, by value of products; analysis of census figures by National Industrial Conference Board.....	44	9	To lecture at Northwestern University Summer School for Commercial Organization Secretaries	23	3	Assistant to Secretary, See Lynch, Hugh		
Value of,			Meat Packing Industry,			Baggage Transfer,		
As shown by census; figures for leading States.....	43	3	Number of establishments in the United States.....	31	12	Asks Public Service Commission to examine into rates for.....	46	16
More than doubled in New York City between 1914 and 1919; table	39	10	Meetings,			Bankruptcy,		
Marginal Street,			Held at Headquarters of Association during 1920.....	1	9	Makes inquiry among lawyers regarding remedy; statement to member giving results and outlook	43	2
Parked wagons on, Plan of Dock Commissioner for notifying owners	10	13	Mellon, Andrew W.,			Barge Canal,		
Marine Insurance, Committee on,			Appointment as Assistant Secretary of the Treasury in charge of Customs, asked.....	14	19	Asks Superintendent of Public Works to give attention to request for terminal at Beacon	21	5
Organized; list of members; first meeting	5	16	Members' Council Luncheon Meetings,			Cooperating with Hudson Valley Federated Chambers of Commerce to carry out tour of inspection of.....	35	12
Sends out questionnaire to all members interested in marine insurance	22	19	American Business and Foreign Credits, January 19,			Represented by Director of Research and Manager of Traffic Bureau on tour of.....	40	7
Maritime Association of the Port of New York,			Announcement	3	1	Represented in party making tour of	37	12
Protests against sale of Mohansic Lake Reservation.....	13	1	Editorial	3	8	Beggars and Peddlers at Entrance to Subway and Elevated Railroads,		
Maritime Committee,			Editorial	4	10	Protests to the Hudson and Manhattan Railroad Company against	31	4
Report favoring consolidating the Hydrographic Office with the Coast and Geodetic Survey under the Navy Department.....	23	6	Proceedings; guest list.....	4	1	Requests transit companies and Police Commissioner to take steps to suppress annoyance of	19	14
Marling, Alfred E.,			In Honor of the Right Honorable Viscount Bryce, P.C., October 4,			Budget, National,		
Represents Association at annual meeting of International Chamber of Commerce.....	30	1	Announcement	34	1	Adopts preambles and resolutions congratulating the country upon the presentation of.....	45	12
Marriages,			Comment on, by Brooklyn "Standard Union".....	41	9	Building Construction, Conference on, Represented at.....	12	11
Increase in New York City.....	15	9	Editorial	34	6	Building Trades, Wages,		
See also Deaths, Births and Marriages			Editorial	36	10	Sends letter to Samuel Untermyer making inquiry regarding tax on earnings for the privilege of working.....	21	4
Marshall, Louis,			Opportunity to see and hear one of world's great statesmen....	35	6	Sends letter to Samuel Untermyer pointing out some detrimental practices, and agreeing that investigation must apply to both sides.....	45	16
Member of,			Proceedings; guest list.....	36	1	Sends second letter to Samuel Untermyer regarding.....	33	7
Committee on Charter Revision..	27	10	Response to announcement indicates unusually large attendance; diplomats invited.....	35	1	Bureau,		
Committee on City Government...	35	11	Port of New York, May 27,			See Anti-Litter Bureau,		
Marshall, Waldo H.,			Announcement	21	1	Convention Bureau,		
Chairman of Committee on Daylight Saving	4	11	Comprehensive discussion of development of the Port.....	23	4	Foreign Trade Bureau,		
Heads Association's delegation at daylight saving hearing, March 10	11	1	Editorial	21	6	Industrial Bureau,		
Represents Association at annual meeting of Chamber of Commerce of the United States....	17	11	Proceedings; guest list.....	22	1-11	Legislative Service Bureau,		
Martin, Hugh S.,			Russia from within, April 6,			Research, Bureau of,		
Describes Russian conditions at Members' Council luncheon meeting	15	3	Announcement	14	1	Traffic Bureau,		
Massachusetts State Chamber of Commerce,			Editorial	15	10	Cable Service,		
Favors daylight saving.....	3	5	Proceedings; guest list.....	15	1	Appeals to companies for reduction of annual fee for registration of cable addresses.....	42	8
Mattresses and Bed Springs,			Membership of Merchants' Association,			Asks Commercial Cable Company for information with regard to repetition of mutilated words	4	16
Use of misleading terms as to filling or construction,			See Merchants' Association of New York, Members elected			Canadian customs regulations; country of origin,		
Law forbidding, Abstract of.....	18	7	Memphis, Tennessee, Chamber of Commerce,			Sends letter to Secretary of State showing how requirement will increase prices.....	34	8
Law forbidding, Abstract of (corrected version).....	20	15	Favors daylight saving.....	3	6	Chamber of Commerce of the United States,		
Mayors, New York State,			Merchandise Brokers and Manufacturers' Agents,			Represented at annual meeting of	17	11
See New York State Conference of Mayors			Licenses for, required by Chicago city ordinance.....	43	5	China, Federal incorporation of American firms doing business in,		
Mead, S. C.,			Merchant Truckmen's Bureau of New York,			Sends letter to Chairman of Senate Judiciary Committee in support of.....	20	19
Acts as Secretary at annual meeting of members.....	21	3	Proposes remedy for laxity in method of handling express receipts	24	7	Sends letter to members of House Judiciary Committee asking passage of bill providing for....	1	10
Appointed delegate to National Foreign Trade Council.....	12	4	Publishes "Commercial Transportation News".....	5	11	Sends letter to members of Senate Judiciary Committee and New York Senators in advocacy of bill providing for.....	31	6
Delegate from New York to annual meeting of International Chamber of Commerce.....	26	4	Merchants' Association of New York,			Sends letter to New York State Senators urging passage of bill to authorize.....	33	9
Re-elected Secretary of Association Represents Association,			Academy of Political Science,					
At annual meeting of Chamber of Commerce of the United States	17	11	Represented at annual meeting of	41	9			
At annual meeting of International Chamber of Commerce..	30	1	"America's Making" Exposition,					
At Housing Conference held by National Council of the Chamber of Commerce of the United States	6	18	Adopts report and resolution endorsing	33	5			
At School for Commercial Organization Secretaries, and delivers lecture on office organization..	32	8	Annual meeting of members,					
			Account of.....	21	3			
			Notice	19	16			
			Anti-Litter Work,					
			Sends letter to school principals asking cooperation during coming year.....	39	8			
			Armaments, Limitation of,					
			Adopts report embodying preambles and resolutions urging....	40	1			
			Sends telegram to Secretary of State expressing approval of proposal for.....	42	1			
			Armistice Day,					
			Cooperates in arranging ceremonies to be held on.....	40	12			
			To be represented in ceremonies at Madison Square Garden.....	40	1, 12			

	No.	p.
Sends telegram to New York Senators urging.....	10	14
Citizens' Meeting to Obtain Justice for the Wounded, Endorses; and will participate in	13	7
Collisions at sea, Endorses proposed amendment to allow owner of private vessel injured by United States to sue for damages.....	7	20
Commercial letters of credit, Represented at conference held to consider standardizing terms used in.....	23	8
Commercial Organization Secretaries, School for, at Northwestern University, Represented at first meeting of..	32	8
Committees, See Charter Revision, Committee on, City Conditions and Ordinances, Committee on, City Government, Committee on, Coal Shortage, Committee on, Commercial Law, Committee on, Committee to Consider Referendum on Government Employees, Customs Service and Revenue Law, Committee on, Daylight Saving, Committee on, Foreign Trade Committee, Gas rates, Harbor, Docks and Terminals, Committee on, Highway Development, Committee on, Immigration and Naturalization, Committee on, Industrial Committee, Industrial Relations, Committee on, Inland Waterways and Water Storage, Committee on, Marine Insurance, Committee on, Maritime Committee, Military Committee, Pollution and Sewerage, Committee on, Protection of Industrial Property, Committee on, Public Utilities and Law, Committee on, Revision of City Charter, Committee on, Telegraph and Cable Codes, Committee on, Telegraph and Cable Communication, Committee on, Transportation Committee		
Crime situation, New York City, Considers means for curbing, and adopts resolution authorizing appointment of committee to study and report on.....	1	16
Cuba, Textile Situation, Adopts report and resolution recommending action by Department of State to solve.....	19	11
Cuba, Torriente Law, Sends out questionnaire with respect to payments made under	20	17
Cuban contracts, Action in regard to cancellation of	8	16
Customs duties, Adopts report opposing proposal that customs duties be paid on basis of standard instead of current rates of exchange.....	3	11
Sends letter to Acting Foreign Trade Advisor of Department of State protesting against levying both import and export duties on rejected goods.....	13	12
Customs duties, American valuation, Action of, reviewed; opinion of members asked.....	2213-14	
Adopts report and resolutions opposing	3	16

	No.	p.
Informs members of its stand against	16	12
Makes oral argument and files brief at hearing on.....	10	16
Replies to letter from F. D. Dodge and publishes list of members who favor, as requested	31	3
Daylight saving, Adopts preambles and resolutions defining position on.....	8	2
Asks employers to canvass employees to learn views on.....	7	7
Demands hearing on bill to repeal State law and provide for local option.....	8	2
Launches campaign for; sends letters to Federal and State legislators, Mayors of New York State cities, and commercial and trade organizations.....	2	1-3
Organizes delegation of business men to attend Albany hearing, February 2.....	6	2
Replies to refusal of Speaker Machold to grant hearing on local option bill.....	9	4
Represented at Albany to urge passage of Booth daylight saving bill.....	8	1
Represented at hearing, March 10; files brief.....	11	1-5
Sends letter to Assemblymen from New York City in relation to repeal of State law.....	6	4
Sends letter to business men, City, asking that wires be sent to Governor, Senators and Assemblymen	5	4
Sends letter to business organizations outside the City asking them to send delegates to Albany hearing on.....	5	3
Sends letter to commercial and trade organizations asking co-operation and enclosing copy of letter to business men.....	5	4
Sends letter to commercial and trade organizations in Eastern Time Zone calling conference for February 9.....	5	2
Sends letter to commercial and trade organizations urging adoption of City ordinances.....	12	2
Sends letter to Governor asking careful consideration of the subject before making up his mind with regard to repeal of State law.....	3	2
Sends letter to Governor transmitting result of poll of New York City employees and account of Albany hearing.....	8	3
Sends letter to members asking appointment of delegates to Albany hearing on.....	5	3
Sends letter to members of Assembly Judiciary Committee asking submission of question at general State election.....	14	19
Sends letter to Senator Lusk protesting against strong-arm method as used in Assembly..	9	3
Sends telegram to commercial organizations throughout the State asking that wires be sent the Governor, Senators and Assemblymen	5	4
Sends telegram to Governor asking him to veto bill to repeal State law.....	10	2
Work for, praised by boot and shoe manufacturing company..	18	12
Diplomatic and Consular Service, Adopts preambles and resolutions asking that adequate provision be made for.....	8	12
Directors, Board of, Election of officers at special meeting of.....	22	15

	No.	p.
Elections to, at annual meeting of members.....	21	1
Resignation of James M. Beck...	1	15
Disarmament, Adopts resolution in support of movement for a "Naval Holiday".....	22	24
Sends copy of resolution adopted in favor of, to President Harding.....	25	1
Economy program, New York State, Adopts preambles and resolutions endorsing, as outlined by Governor.....	3	16
Education, Department of, Federal, Asks referendum by Chamber of Commerce of the United States on.....	25	12
Electric code, Protests against amendment to, providing for new schedule of license fees and charges for inspections of buildings.....	1	13
Ellis Island, Approves report on, and sends letter to Chairman of House Committee on Appropriations telling needs of.....	1	7
Offers Commissioner of Immigration assistance in stamping out graft at.....	20	6
Sends report regarding, to President Harding, members of the Cabinet, Secretary of the Treasury, Commissioner General of Immigration and Surgeon General, with letters.....	22	19
Employment Bureau, State, Adopts report urging continuance of; sends copies, with letter, to Governor and State Industrial Commissioner.....	27	1
Engineering, Practice of, by corporations, Opposes bill which would prevent, adopts resolution approving amended form.....	14	7
Sends letter to Chairman of Assembly Committee on General Laws giving reasons for opposition to bill to prevent.....	15	1
Entertains at luncheon National Police Conference of the United States.....	19	1
Exchanges greeting with Boston Chamber of Commerce the day before Christmas.....	1	13
Export freight, Free time allowance on, Represented at hearing held before Trunk Line Association on	23	1
First Vice-President, See Pierson, Lewis E.		
Fly, Citrus Black, Represented at hearing by Federal Horticultural Board to consider restriction of imports to prevent.....	3	11
Food, drugs and medicines, Approves bill to provide for Federal regulation of interstate commerce in.....	7	13
Foreign Trade, Adopts report approving standard forms for use in.....	37	1
Adopts report defining views on, at request of Chamber of Commerce of the United States....	29	
Foreign trading zones, Adopts report approving bill in Congress providing for the creation of.....	25	
Sends letter to Senator Jones in support of bill to provide for..	37	1
Gas rates, Adopts report of special committee to consider system of payments	25	2
Files petition with Public Service Commission asking substitution of graduated for flat rates....	23	

No.	p.	No.	p.	No.	p.
Government, City,		Letter from Max Neuburger and Company commending.....	44 5	Motor trucks,	
Endorses bill to provide for appointment of Commission to inquire into, prepared by Brooklyn Chamber of Commerce.....	9 13	Letter from President of Atlantic Mutual Insurance Company, expressing appreciation of work done by.....	3 9	Adopts report and resolutions condemning the overloading and speeding of motor trucks.....	11 9
Government employees, Referendum regarding,		Letter from President of Fuller Brothers and Company telling of benefit derived from membership in.....	3 9	Motor vehicles, Exhaust whistles on, Sends letter to Police Commissioner asking enforcement of ordinance in regard to.....	37 11
Casts vote on.....	23 17	Letter from Stock Exchange house expressing appreciation of services of.....	31 16	Muscle Shoals Nitrate Plant, Analyzes offer by Henry Ford for, and files protest with Secretary of War.....	32 1
Grain futures,		Letter written by President of Henry Prentiss and Company recommending membership in.....	30 16	Sends letter to business organizations asking opposition to, enclosing copy of bill and detailed argument against it.....	7 20
Adopts resolution opposing bill to interfere with sale of.....	26 11	Letters of credit, Standard forms, Joins in issuing a call for conference on; delegates to be appointed.....	15 17	Sends telegram and letter to Senator Wadsworth protesting against allowance in Military Appropriations bill for.....	1 7
Harbor obstruction at Robin's Reef, In sympathy with work for removal of, but takes no action pending outcome of proceedings by Corporation Counsel.....	41 10	Licenses for engineers, Files memorandum with Board of Aldermen opposing ordinance providing for.....	4 19	Name of, Action in regard to, upheld by member.....	46 16
Havana, Shipments to, Protests to Acme Operating Corporation against improper provisions for discharge of cargo of S. S. "Ida".....	3 15	Opposes ordinance providing for, Lighterage service, Represented at hearing on restriction of, in lumber shipments..	1 13 23 8	Letter from manufacturing corporation defending its use of..	43 8
Sends letter to members interested telling what has been accomplished in their behalf, regarding return of S. S. "Poznan".....	3 15	Local transportation, Referendum on, Endorses the eight propositions of	1 10	Notice to members, regarding use of.....	42 8
Housing conditions, To be represented on Committee of Award in competition for improvement of.....	42 3	Marginal Street, Cooperates with Dock Commissioner in plan for removal of parked wagons on.....	10 13	Unethically used for advertising purposes; matter investigated..	41 12
Housing conference at Washington, Represented at.....	6 18	Meetings held at headquarters of, during 1920.....	1 9	National Foreign Trade Council, Appoints delegates to annual meeting of.....	12 4
Immigration, Calls conference on, in accordance with resolution.....	1 2-3	Members elected.....	1 4	Represented at annual convention of.....	19 10
Sends letter to Commissioner General asking situation in regard to improvements and renewing offer of cooperation.....	42 7	Members elected.....	3 9	National Guard camp duty, Adopts resolution urging members to grant leaves of absence with pay to employees for....	27 11
Sends letter to New York Senators and to Chairman of Senate Committee on Immigration opposing bill to suspend for one year.....	2 11	Members elected.....	6 20	Calls matter of leaves of absence for, to attention of members..	27 11
Sends letter to newly appointed Commissioner at the Port of New York offering congratulations and cooperation.....	41 11	Members elected.....	7 17	Naturalization, Adopts report regarding changes in laws.....	16 12
Industrial Relations Association of America, Represented at annual meeting of	41 9	Members elected.....	9 13	Officers, 1921-22.....	22 15
Insurance, Marine, Sends out questionnaire to members interested in; keeping in touch with other commercial organizations.....	22 19	Members elected.....	11 20	Panama Canal Zone, Commission to Investigate Conditions in, Two members of Association appointed on.....	24 2
International Chamber of Commerce, Delegates to.....	30 1	Members elected.....	13 7	Parcel Post, Sends letter to Second Assistant Postmaster General suggesting the adoption of negotiable international receipts.....	14 4
International reply coupon service, Inquires of Postmaster General as to feasibility of.....	31 2	Members elected.....	15 19	Passaic Valley Sewer, Adopts report reviewing long fight and making recommendations for future action.....	23 5
International Theatrical Association, Aids in creating.....	31 7	Members elected.....	16 7	Passport charges, Adopts report recommending reduction of.....	13 8
Interstate Commerce Act, Sends letter to Senator Cummins opposing proposed amendments to, regarding rates.....	46 12	Members elected.....	17 12	Continues effort to reduce; discussion with Department of State.....	21 4
Joins with New York Clearing House Association in effort to bring Convention of American Bankers' Association to New York City.....	45 14	Members elected.....	19 16	Points out objections to, in reply to defense by Senator Lodge of ten dollar fee.....	38 4
Jury Duty, Asks members to accept, whenever possible; cooperates with City Club of New York.....	43 12	Members elected.....	20 20	Sends statement to Department of State showing why present plan of operation is hurting the United States.....	46 10
Leather substitutes, Sends letter to Chairmen of Legislative Committees protesting against use of, in the manufacture of boots and shoes.....	11 16	Members elected.....	22 20	Takes up question of, with Senator Calder and sends letter to Chairman of Senate Committee on Foreign Relations.....	29 3
Letter from Division of Foods and Markets commending studies of Labor Turnover.....	1 4	Members elected.....	24 2	Passport offices, Local, Asks commercial organizations in cities proposing to maintain, to join in support of appropriation bill.....	20 5
Letter from London Chamber of Commerce tendering thanks for courtesies during recent visit to United States.....	1 16	Members elected.....	27 3	Endorses Fairchild bill providing for maintenance of, in specified cities.....	24 8
		Members elected.....	30 1	Sends letter to Senator Calder protesting against plan to abolish New York City office.....	7 15
		Members elected.....	31 1	Sends telegrams and letters to Senators Smoot and Warren and Representatives Good and Rogers protesting against abolition of New York City office.....	8 14
		Members elected.....	33 4		
		Members elected.....	35 9		
		Members elected.....	37 3		
		Members elected.....	40 11		
		Members elected.....	43 4		
		Members elected.....	46 14		
		Members of, Invited to attend meetings of Accountants Club.....	2 5		
		Invited to banquet and ball of Italian Chamber of Commerce in New York.....	12 2		
		Mexican Good Will Commission, Account of entertainment of....	14 9-18		
		Plans for entertainment of.....	13 1		
		Mohansic Lake Reservation, Adopts preambles and resolution regarding bill to permit sale of	16 3		
		Asks other commercial and civic organizations to protest against sale of.....	17 3		
		Sends letter to Governor protesting against bills to authorize sale of.....	16 1		
		Sends letter to Mayor asking City to protest against sale of.....	17 2		
		Sends letters to Governor and Mayor asking City ownership of	21 2		
		Sends telegrams to Governor protesting against sale of.....	17 1		
		Monopoly Law, Represented at hearing on bill to amend.....	19 15		
		"Monthly Labor Review," Favors legislation to continue publication of.....	37 9		

	No.	p.		No.	p.		No.	p.
Supports bill to place, on a permanent basis.....	29	3	Quarantine,			Votes in favor of some proposals, against others, and in several cases vote is qualified.....	3	13
Passports,			Asks cooperation of Boston, Philadelphia and Baltimore in connection with.....	10	14	Taxation, Federal, Referendum on, Second,		
Adopts report recommending that the use of, be abolished.....	42	3	Sends telegram to President Wilson asking adequate provision for.....	10	15	Casts vote on.....	29	2
Patents,			Sends telegram to State Senators and to City Representatives, and telegram to Secretary of the Treasury urging adequate appropriation for.....	10	14	Taxicab drivers,		
Adopts report opposing bill in Congress to require working of, within two years of their issuance to aliens.....	28	7	Urges Secretary of the Treasury to provide suitable equipment at Port of New York.....	18	8	Adopts preambles and resolutions demanding more careful scrutiny of applicants for licenses.....	27	9
Pelham Parkway,			Railroad employees, National agreements,			Sends letter to Commissioner of Licenses calling attention to resolutions and asking information from his records.....	44	9
Calls attention of Borough President and Park Commissioner to highway obstructions on.....	40	11	Sends telegram to Chairman of Railroad Labor Board protesting against establishment of... 14	5	Taylor Society,			
Philippine Islands, Requirements regarding the keeping of accounts,			Adopts preambles and resolutions denouncing, and pledging support in enforcement of law.....	38	1	Represented at Spring meeting of 22	13	
Adopts resolutions protesting against.....	29	9	Sends letter to Commissioner of Health offering cooperation in securing trucks for food supplies in case of.....	38	2	Thefts from ocean freight,		
Makes inquiry of War Department as to enforcement of....	25	11	Railroad legislation,			Joins with other commercial organizations and insurance companies in formation of a membership corporation to prevent.....	24	1
Sends letters to President Harding and to officials of Philippine Islands protesting against.....	29	9	Sends telegram to Senator Townsend and Chairman of Interstate Commerce Commission in support of bill to make available funds for betterment.....	31	10	Trademarks,		
Pneumatic Mail Tube Service,			Railroad post office service,			Protest against registering of word "New York" by citizen of Havana.....	13	8
Sends letter to Postmaster General asking restoration of, and pointing out that their use would have prevented recent robbery.....	40	11	Calls attention of Postmaster General to progressive decline in... 24	7	Traffic laws and regulations,			
Police,			Railroad rates on Carload Fruit and Vegetables,			Adopts report on causes and remedies for automobile accidents, and recommending amendment of the State Automobile Law... 3	10	
Commends Police Commissioner for action in suspending Charles F. Tighe.....	31	6	Intervenes to prevent increase in 36	14	Sends letter to Governor asking approval of Donohue bill to prevent reckless driving of motor vehicles.....	14	5	
Sends letters to Police Commissioner and Mayor protesting against objectionable methods of selling tickets for Field Day Games.....	31	5	Represented at hearing on.....	42	3	Transcontinental rates,		
Port of New York Authority,			Richmond Borough,			Represented at Chicago hearing on.....	42	3
Represented at hearing on bill to establish.....	12	5	Adopts report recommending action to promote industrial development in.....	46	1	Transit Commission,		
Represented on Advisory Council of.....	30	7	Saint Lawrence Ship Canal,			Replies to letter from Samuel Untermyer suggesting appearance before, giving reasons for refusal.....	45	10
Porto Rico,			Sends out memorandum in reply to letters from Western cities giving reasons for its opposition to.....	4	13	Transit Situation, City,		
Makes suggestions to President as to necessary qualifications for Governor of.....	18	11	Schools, City,			Adopts report endorsing Governor's proposals, excepting suggestion of City ownership.....	7	11
Post office building, City Hall Station, Removal of,			Sends letters to President of the Board of Education and to members of Budget Committee urging enlarged facilities for evening classes.....	31	12	Represented at Albany hearing on 10	16	
Represented at hearing by Board of Estimate and Apportionment 35	12		Snow removal,			Sends letter to Speaker Machold and Senator Lusk giving reasons for endorsing Knight-Adler bill.....	12	12
Sends letter to Board of Estimate advocating, and suggesting new site.....	34	12	Adopts resolution commending action of Board of Estimate in regard to.....	12	3	Transportation Act of 1920,		
Sends letter to other commercial and trade organizations to stimulate expression of public opinion on.....	35	12	State Fair at Syracuse,			Asks authors of to report favorably on amendment regarding claims for straight overcharge 10	14	
Sends letter to Postmaster General advocating.....	31	1	To present cup to winner of great race at.....	17	10	Transportation matters,		
Sends letter to Representative Rosedale commending bill providing for.....	31	2	Tax Law, Federal,			Adopts report making recommendations on transcontinental rates, rates on sugar, Bill of Lading Act, and Interstate Commerce Act.....	42	5
Postal service,			Adopts report making recommendations regarding sales tax, foreign traders, charitable contributions, billboards, hotel rooms 37	4		Adopts report regarding railroad rates, highway motor transportation, and embodying resolutions regarding amendments to the Interstate Commerce Act... 45	11	
Sends letter to Postmaster General complaining of inadequacy of, to Brazil and Argentina... 13	7		Adopts report recommending that every member be asked to express an opinion on revision of 27	5	Treasury, Assistant Secretary of, in charge of Customs,			
Sends letter to Postmaster General protesting against only one mail a week to Porto Rico.... 38	9		Sends request to every member asking expression of views on revision of.....	27	5	Asks appointment of Hon. Andrew W. Mellon as.....	14	19
Urgent in asking restoration of supplementary service.....	10	13	Sends telegrams to Committee Chairmen and New York Senators urging that repeal of excess profits tax be made effective January 1, 1921.....	31	11	Treaties,		
President,			Urges members of Association to send telegrams to Washington officials protesting against pending legislation on date of repeal of excess profits tax.....	33	4	Adopts report recommending offer of cooperation in connection with commercial treaty with Germany and all general treaty matters.....	42	3
See Morgan, William Fellowes			Taxation, Federal, Referendum on, Vote on, and statement of action for purpose of clearing up misunderstandings.....	5	18	Truckmen, Custom House,		
President's veto power, Amendment to United States Constitution to extend,						Makes inquiry into increase in bonds required for.....	44	5
Sends letter to Senator Kenyon advocating.....	29	12				Unemployment,		
Publications,						Represented at conference on, called by Albany Chamber of Commerce.....	38	3
Legislature, New York State, Members from New York City, with map of each county showing districts.....	7	6				Represented on Committee on Unemployment Statistics.....	38	3
Pueblo sufferers,						United States Government, Economy in administration of,		
Will receive and forward contributions from members for.....	27	12				Sends telegram to President Harding commending his action in regard to.....	29	12

No.	p.	No.	p.	No.	p.
United States Hydrographic Office, Adopts report favoring consolidation with the Coast and Geodetic Survey.....	28	6	Record of The Association for 1921	34	6
United States Patent Office, Adopts report urging passage of bill to increase salaries and number of employees in.....	28	8	Merchants' Club, Celebrates fiftieth anniversary; history of club.....	35	10
Appeals to members of House Committee on Patents for increase in personnel and employees.....	20	5	Merritt, Walter Gordon, Courts uphold rights of public in transportation.....	11	11
Sends representatives to Washington to urge passage of bill to provide for higher fees in....	40	3	"Metropolis," New publication dealing with New York City matters.....	2	11
Sends telegram to conferees on Nolan bill urging adequate provision for.....	8	14	Metropolitan District of New York City, Population figures.....	26	1
Sends telegram to conferees on Nolan bill urging adequate provision for.....	8	12	Metropolitan Museum of Art, Exhibits, New.....	31	16
Veterans of the World War, Adopts report defining position regarding provision by Federal Government for.....	28	5	To open fifth exhibition showing work of manufacturers and designers.....	1	4
Reiterates opposition to proposal to give preference to, in Civil Service appointments.....	38	12	Mexican Good Will Commission, Entertained by Association during two days' visit.....	14	9-18
Sends letter to Chairmen of Judiciary Committees protesting against bill to give preference to in Civil Service appointments.....	10	15	Members of.....	14	9
War supplies sold in France by War Department, Follows up matter of re-export of Year Book for 1920, Acknowledgments of, show value placed on activities abroad....	29	11	Plans for entertainment of; members; committee in charge.....	18	1
American Consuls abroad, express appreciation of, and offer co-operation.....	30	13	Question and answers regarding business conditions in Mexico.....	14	10-18
Copies of, sent out by Foreign Trade Bureau bring appreciative acknowledgments.....	2	7	Michael, Marc M., Represents Association at conference to consider standardizing terms used in commercial letters of credit.....	23	8
Friendly messages regarding....	1	6	Middletown, Ohio, Chamber of Commerce, Publishes an illustrated monthly bulletin.....	23	3
Letter from Acting Consul General of Greece expressing appreciation of, and offer of assistance by Foreign Trade Bureau	1	6	Mileage Books, Movement to place on sale, in order to secure lower rates for traveling men.....	8	13
Letter from American Consul at Ghent acknowledging.....	20	11	Military, Bonus Commission, Bill to provide for, Abstract of....	5	11
Letter from American Consul at Venice expressing appreciation of.....	2	7	Law creating, Abstract of.....	18	8
Letter from American Vice-Consul at Hongkong acknowledging..	12	1	Citizens' Military Training Camp to open.....	17	5
Letter from engineering company expressing genuine thanks for Letters from American Consuls in foreign cities acknowledging..	7	17	Cost of armies in United States, Great Britain, France, Italy and Japan.....	48	7
Year Book for 1921, Acknowledged by American Consul at Prince Rupert, British Columbia, and report of Foreign Trade Bureau discussed.....	43	5	Expenditures, Comparison with amounts spent for amusements and luxuries.....	43	3
American Consuls abroad, foreign consuls in the United States, and commercial organizations join in praising.....	48	1	Military Committee, Members.....	19	9
Announcement; synopsis.....	34	2-4	Report on position regarding provision by Federal Government for veterans of the World War	23	5
Commercial organizations acknowledge receipt of.....	36	11	To make inquiry concerning conditions of disabled veterans of the World War.....	19	6
Commercial organizations express admiration of record of work shown in.....	39	7	Military Law, Military training and the Military Training Commission, Bill to abolish, Abstract of.....	7	14
Commercial organizations write in praise of.....	37	5	Law abolishing, Abstract of.....	13	3
Congratulations received from Secretary of Chamber of Commerce of Watertown, New York	41	1	State militia performing guard duty during World War, Bill to extend to, the privileges granted veterans, Abstract of.....	11	16
Editorial on letters of acknowledgment.....	38	6	Milk, Exports, through Port of New York during September.....	46	13
Foreign Embassies, Legations and Consulates General commend activities as shown in.....	41	1	Milk Industry, Commission to control, Appointment of, by Governor, Bill to authorize, Abstract of.....	8	12
Letters from members, commercial organizations and trade officials acknowledging.....	46	14	Imitation milk, manufacture and sale of, Bill to prohibit, Abstract of.....	11	15
			State Milk Arbitration Board, Bill to create, Abstract of.....	14	6
			Milk Week, Designated by Health Commissioner; cooperation asked.....	23	14
			Editorial.....	22	12
			Miller, Nathan Lewis, Analyzes project to canalize the Saint Lawrence River in address before The Atlantic Deeper Waterways Convention.....	44	10-13
			Expresses appreciation, through his Secretary, of action taken by Association on economy plan... 5	9	
			Issues invitation for trip through Hudson River and Barge Canal	37	12
			Message dealing with transit situation in New York City.....	6	11
			Presides 'at conference on unemployment called by Albany Chamber of Commerce.....	33	3
			Signs bill authorizing sale of Mohansic Lake Reservation.....	20	12
			Speech at signing of Port Treaty..	19	13
			Milwaukee, Wisconsin, City Club, Favors Daylight Saving.....	4	12
			Minimum Wage, Women and minors, Bill to provide, and authorizing appointment of a commission.....	4	15
			Mitchel, P. V. G., Shows how policy of high passport fee is unjust and harmful.....	35	4
			Mohansic Lake Reservation, City ownership of, asked; letters to Governor and Mayor.....	21	2
			City purchase, Proposal for, laid before Board of Estimate and Apportionment by Mayor.....	23	6
			Question of, referred to by Board of Estimate and Apportionment to its Committee on Finance and Budget and to the Commissioner of Water Supply, Gas and Electricity.....	24	4
			Comment by New York "Sun".....	19	15
			Comment by New York "Times"....	19	2
			Editorial on need for.....	21	6
			Editorial protesting against abolition of.....	16	8
			Editorial regretting signature of bill by Governor and suggesting that the Reservation be conveyed to New York City.....	20	8
			How it was created.....	17	1
			Legislature cancels pledge given by the State to protect the Croton Water Supply.....	17	6
			Purity of City's water supply must be protected.....	18	6
			Sale of, Bill advanced in Legislature.....	16	1
			Bill passed.....	17	1
			Bill signed by Governor in spite of protests; text of bill.....	20	12
			Comment of Chairman Hatch on bill to authorize.....	17	3
			Commercial and civic organizations join in protest against....	18	1
			Discussed by New York "Times"....	21	2
			Entrusted to State Board of Estimate and Control.....	23	6
			Letter to commercial and civic organizations asking protest against.....	17	3
			Letter to Governor protesting against, and reviewing history of threatened pollution of Croton Reservoir.....	16	1
			Letter to Mayor asking City to protect against.....	17	2
			Preambles and resolution regarding bill to permit.....	16	3
			Protest against, by Harlem Board of Commerce.....	19	15
			Protest against, made to Governor by City Department of Water Supply, Gas and Electricity.....	19	15
			Telegrams of protest sent to Governor, text of second.....	17	1
			Text of nullification act.....	17	2

	No.	P.		No.	P.		No.	P.
Mollitor, F. A.,			On Advisory Council of Port of New York Authority.....	30	7	For past year show increase....	10	11
Member of Commission to Investigate Conditions in the Panama Canal Zone.....	24	2	On Advisory Council of Port of New York Authority.....	45	1	For past year show increase....	15	11
Represents Association, As alternate delegate on Advisory Council of Port of New York Authority.....	30	7	Sends telegram to Secretary of State Hughes expressing approval of proposal for limitation of armaments.....	42	1	Relief to City's traction lines by..	15	17
On Advisory Council of Port of New York Authority.....	45	1	Statement on Assembly action on bill to repeal State daylight saving law.....	9	1	Motor Vehicles, Legislation,		
Money,			Statement on passage of daylight repeal bill by Senate.....	10	2	Licenses, Bill to revoke, on conviction of holder of petit larceny. Abstract of.....	6	18
Amount in the United States, June 1	29	4	Statement regarding United Hospital Fund.....	44	16	Licenses; registrations; Law, Abstract of.....	20	14
Deposited on business contracts to draw interest, Bill to provide, Abstract of.....	7	18	Morse, Daniel F.,			Lights,		
For transmission, Savings banks may receive, Law, Abstract of.....	16	12	Chairman of Transportation Committee.....	42	5	Automatic signal, Bill to require, Abstract of.....	6	17
In circulation in United States, November 1, 1920.....	19	10	Mortality Statistics,			Colored, Bill to prohibit, Abstract of.....	13	19
June 1, 1921.....	30	16	Week ended September 17 shows lowest record for City.....	35	3	Equipment, Exceptions, Bill, Abstract of.....	7	13
July 1, 1921.....	32	10	Mortgage Tax,			Negligent operation of, Law penalizing, Abstract of.....	18	7
Per-capita circulation in the United States.....	27	2	Penalties for non-payment, Bill to remit, Abstract of.....	11	14	Operators,		
Transmission agents to be licensed to protect foreigners, Bill, Abstract of.....	7	18	Law remitting, Abstract of.....	20	14	Licensing of, Bill, Abstract of... 4	15	
Transmission to foreign countries, Bill to regulate, Abstract of... 9	12		Mortgages,			Reckless driving, Bill, to prevent, Abstract of.....	4	15
Law regulating, Abstract of.....	21	8	Moratorium in enforcement of judgment to foreclose, Bill to provide for, Abstract of.....	5	11	Operators and chauffeurs, Reckless driving by, Bill to curb, Abstract of.....	9	12
See also Currency			Reports to Superintendent of Banks, Bill to require, Abstract of... 10	9		Owners of,		
Money Orders,			Moseley, Mercer F.,			To file indemnity bond or insurance policy, Bill, Abstract of... 6	18	
See Postal money orders			Represents Association at annual meeting of International Chamber of Commerce.....	30	11	To file indemnity bonds, Bill to require, Abstract of.....	8	11
Monopolies,			Motion Pictures,			Penalties for reckless driving, Law providing, Abstract of.....	16	11
Provisions against, Bill to extend, Abstract of.....	9	11	Bill to create a commission to regulate, Abstract of.....	12	8	Letter to Governor asking approval of bill to provide.....	14	5
Provisions against, to prevent price fixing by unions, Law, Abstract of.....	21	7	Law regulating, and creating a Motion Picture Commission, Abstract of.....	21	7	Registration fees, Bill to increase, Abstract of... 10	19	
Monopoly Law,			Motor Bus Lines,			Bill to increase, considered by Legislative committees.....	10	19
Hearing on bill to amend, so as to apply to all commodities; Association represented.....	19	15	Included in definition of common carrier, Bill, Abstract of.....	12	8	Second-hand vehicles, Sale of, Requirements, Bill, Abstract of.....	9	12
Montague, Gilbert H.,			Motor Transportation,			Law, Abstract of.....	13	11
Member of,			See National Highway Motor Transportation Board			Seizure of vehicle, by person acquiring a lien thereon, Bill to permit, Abstract of.....	10	19
Committee on Charter Revision... 27	10		Motor Trucks,			Signs to show ownership, Bill to require, Abstract of.....	9	12
Committee on City Government... 35	11		Figures showing increase in New York State, 1912 to 1920; registrations in United States and New York State.....	1	9	Titles, Guarantee corporations to examine, Bill to authorize, Abstract of.....	14	6
"Monthly Labor Review,"			In New York City and State.....	1	10	Tractors, Fluted wheels, Use, Bill, Abstract of.....	14	7
Legislation to permit publication of, favored; memorandum from Industrial Bureau.....	27	9	New York City stands pre-eminent in use of.....	1	5	Trailers,		
Morgan, William Fellowes,			Rates, Schedule of, filed with Interstate Commerce Commission... 10	11		Registration and number plates for manufacturers and dealers, Law, Abstract of.....	20	14
Chairman of,			Report condemning the overloading and speeding of, commended by Engineer of State Commission of Highways.....	15	20	To be deemed motor vehicles, Bill, Abstract of.....	7	14
Committee on Unemployment Statistics.....	38	2	Report of Special Committee on Highway Development.....	11	9	Trucks and trailers,		
Committee on Unemployment Statistics.....	40	4	Statistics for New York City.....	14	19	Green lights on, Bill to require, Abstract of.....	8	11
Executive Committee of United Hospital Fund.....	44	16	Use of, in United States and New York State.....	1	4	Wider racks on, Bill to permit, Abstract of.....	8	11
Comments on action of Assembly caucus on daylight saving.....	8	2	Motor Vehicle Accidents,			Wider racks on, Law permitting, Abstract of.....	20	14
Delivers address at fiftieth anniversary of Merchants' Club.....	35	10	See Accidents			Municipal Court Code, New York City,		
Delivers address of welcome at convention of New York State Wholesale Bakers' Association... 4	20		Motor Vehicle Compensation Law,			Liens, Serving of summons by publication of actions to foreclose, Bill to provide, Abstract of... 7	14	
Describes famine conditions in China	2	4	Bill to enact, Abstract of.....	10	10	Women to serve as jurors; exemption provisions; Bill, Abstract of... 5	11	
Greeting to members at beginning of new year.....	1	1	Motor Vehicles,			Municipal Law, General,		
Member of,			Exhaust whistles on, complained of; letter to Police Commissioner and his reply.....	37	11	Doors, Revolving, Installation of, Bill to require approval of Building Department, Abstract of.....	15	14
Christian Endeavor General Committee of One Hundred.....	26	9	Figures showing use of, both passengers and freight.....	24	4	Municipal Ownership of Public Utilities,		
Citizens' Advisory Committee on New York City's postal facilities.....	31	2	Number in use in various States... 21	3		Bill to provide for, Abstract of... 7	14	
Committee in charge of Citizens' Meeting to obtain justice for the wounded.....	18	7	Production statistics, 1920.....	38	11	Munsey, Indiana, Chamber of Commerce,		
Organization Committee of Hudson River Bridge and Terminal Association.....	32	17	Registered in New York City, Ownership of.....	2	7	Publishes Monthly organ, "Dynamo" 29	9	
Presides at,			Registration fees, Total for 1920... 20	18		Muscle Shoals Nitrate Plant,		
Annual meeting of members.....	21	3	Registration statistics, For first half of 1921, New York State.....	38	2	Bill to provide appropriation for, rejected by House of Representatives.....	2	4
Members' Council luncheon meeting, May 27.....	22	1	For New York State, 1920, exceed United States, 1910.....	19	11	Letter to business organizations asking opposition to, enclosing copy of bill and detailed argument against it.....	7	29
Re-elected President of Association for seventh term.....	22	15	For past year.....	8	15			
Represents Association, At annual meeting of Chamber of Commerce of the United States 17	11							

No.	p.	No.	p.	No.	p.			
Offer by Henry Ford, Analysis made of, and protest filed with Secretary of War.....	32	1	Resolution adopted urging mem- bers to grant leaves of absence with pay to employees for.....	27	11	Visitors to, Average daily.....	24	3
Analysis of, reveals true charac- ter of proposal.....	32	6	National Highway Motor Transportation Board, Report embodying preambles and resolution opposing bill to pro- vide for.....	45	11	New York City Council on Immigrant Education, Completes its organization; officers; purpose	15	17
Telegram and letter to Senator Wadsworth protesting against allowance in Military Appropria- tions bill for.....	1	7	National Industrial Conference Board, Prepares summary of value-of- product figures from 1919 cen- sus	44	9	Organizations represented in; plan of organization.....	6	15
Waste of public money.....	1	8	National Information Bureau, Publishes list of worthy philan- thropic enterprises.....	13	5	New York City Departments, Bureau of Commissary for Police and Fire Departments, Bill to create, Abstract of.....	10	10
N			Work of, during past year.....	40	3	Bureau of Licensed Vehicles, Bill to transfer to Police Depart- ment, Abstract of.....	12	7
Name of Merchants' Association, Action in regard to use of, upheld by member.....	46	16	National Jewelers Board of Trade, Cooperates in work of daylight sav- ing campaign.....	5	4	Department of Ferries, Bill to cre- ate, Abstract of.....	4	15
Letter from manufacturing corpo- ration defending the use of... 43	8	8	National Labor Digest, Presents comments on Second Re- port on Industrial Relations..	21	10-11	Powers and duties, Bill in regard to abolishing and transferring, Abstract of.....	9	12
Notice to members regarding use of Unethically used for advertising pur- poses; matter investigated.....	41	12	National Tuberculosis Association, Sends letter to Governor embody- ing preambles and resolution in favor of daylight saving.....	8	3	New York Clearing House, Joins Merchants' Association in ef- fort to bring convention of American Bankers' Association to New York.....	45	14
National Association of Commercial Or- ganization Secretaries, Holds seventh annual meeting; top- ics discussed.....	39	9	National Tuberculosis Association, Arti- cles by, Tuberculosis is foe of industry; work accomplished; purpose... 42	7	New York Coffee and Sugar Exchange, Wants daylight saving law retained	5	6	
Officers and directors elected at annual meeting.....	40	5	Warring on Tuberculosis, the scourge of industry.....	43	11	New York "Commercial," Daylight saving for the many....	9	7
Publishes the "Nacos News".....	18	9	"Nation's Business," International Chamber of Commerce grows	43	5	Makes compilation showing relative standing and extent of customs districts in the United States. 43	10	
Represented on Board of Control of School for Commercial Organi- zation Secretaries.....	18	9	Naturalization, Of total foreign-born.....	46	14	Save daylight saving.....	6	8
Underwrites, with cooperation of the Chamber of Commerce of the United States, expenses of Training School for Commercial Organization Secretaries.....	27	10	Naturalization Laws, Committee of Seven formed to re- commend changes in.....	8	14	New York Cotton Exchange, Favors daylight saving.....	3	4
National Association of Convention Bu- reaus, Accepts invitation to hold 1922 con- vention in New York City....	45	12	Report regarding changes in, and procedure to be followed.....	16	12	Finds employees unanimous in vote for daylight saving.....	8	7
National Association of Credit Men of New York, Favors daylight saving.....	3	4	Naval Accidents, See Collisions at sea			New York "Globe," Daylight or candlelight.....	9	6
National Association of Paper Box Manufacturers, Annual convention addressed by member of Association's Con- vention Committee.....	20	15	Netherlands East Indies, Announcement of Year Book for 1920	10	12	Favors removal of post office building	32	5
National Association of Retail Clothiers, Annual meeting, 1922, to be held in New York City; officers.....	35	2	Netherlands International Industries Fair, To be held at Utrecht, in Septem- ber	12	4	Our too attractive City.....	32	5
Urged to hold 1922 convention in New York City.....	33	11	New Brunswick, New Jersey, Board of Trade, Favors daylight saving.....	3	6	New York Harbor, See Harbor obstructions, Port of New York, Port of New York Authority		
National Bureau of Economic Research, Makes study of United States in- comes.....	45	6	New Jersey, Amount of New York State income tax returns paid by residents of	4	20	New York "Herald," Favors removal of post office build- ing	32	5
National Council of Traveling Salesmen, Seek lower rates through use of mileage books.....	8	13	New Orleans Association of Commerce, Asks cooperation of Association in making impossible re-export of war supplies sold in France... 32	16	New York "Journal of Commerce," Barge Canal, Description of.....	41	5	
National Federation of Construction In- dustries, Holds conference and adopts reso- lution	12	11	New Rochelle, New York, Chamber of Commerce, Favors daylight saving.....	4	12	Trade decline at Port of New York during September.....	41	11
National Fire Protection Association, Adopts resolutions in support of reg- ulations to prevent discharge of oil refuse into New York Har- bor	33	3	Gives publicity to daylight saving campaign and wires Governor and Albany representatives... 5	7	New York "Mail," Daylight saving must continue....	9	7	
National Foreign Trade Council, Annual convention, 1921, Account of, by Foreign Trade Bu- reau.....	20	9	New Rochelle, New York, City Council, Adopts preambles and resolutions endorsing daylight saving.....	4	11	Real estate figures for 1920.....	6	9
Announcement.....	10	7	New York City, Compared with Chicago in flatter- ing article by staff correspon- dent of Chicago "Tribune"....	2	9	New York, New Jersey Port and Harbor, Development Commission, Abolished by signing of Port Treaty	19	13
Announcement; program, tentative	9	16	Controversy as to whether London or New York is world's great- est city.....	25	6	Members of.....	5	13
Delegates from Association to...	13	4	Good health of, discussed by Brook- lyn "Times".....	46	13	Report to Legislature, Entitled to careful study.....	5	8
Delegates from Association to...	19	10	Number of persons entering and leaving, by railroad.....	24	8	Summary of, presented to Legis- latures of New York and New Jersey	5	13
National Guard Camp Duty, Appeal from Major Edward Raldiris for cooperation of employers in granting leaves of absence to National Guardsmen for, and Association's reply.....	27	11	Our too attractive City.....	22	5	New York "Post," Canvass of employees shows large majority in favor of daylight saving	8	7
Editorial.....	27	4	Population of, and territory within two hundred mile area.....	26	1	City Hall Park an unsuitable place for a Federal building.....	39	12
Policy of ten large employers in regard to.....	26	11	Property values.....	2	11	Daylight saving in town and country	9	7
			Value of manufactured products..	46	13	Praises report on Industrial Rela- tions	19	12
						New York Post Office, Employees, Memorial building, so- licitations for, without permis- sion of postal authorities.....	12	3
						Issues appeal for use of envelopes of regular size during Christ- mas season.....	43	9
						Receipts and disbursements.....	15	20
						Receipts, 1920.....	17	3
						West Forty-second Street Station opened.....	7	15

	No.	p.		No.	p.		No.	p.
See also Post Office Building, City Hall Station			New York "Telegram,"			Ocean Freight,		
New York Produce Exchange,			Congratulates Postmaster General on selection of advisory committee regarding City's postal facilities	31	12	Pillferage of,		
Adopts resolution favoring bill in Congress to provide for daylight saving	6	3	New York the Greatest Market in the World,			Action of Association and other commercial bodies commended by "Evening Sun"	29	4
Adopts resolution protesting against repeal of daylight saving law	3	5	Analysis showing, with chart	26	1	Member of Committee on Foreign Trade to represent Association in corporation formed to prevent	29	4
Protests against bill to interfere with sale of grain futures and asks similar action by Association	26	11	Editorial	26	6	Membership corporation to prevent, to be formed; prospectus and membership agreement	24	1
New York "Produce Review and American Creamery,"			New York "Times,"			Plan to prevent	24	4
Daylight saving	11	5	Criticizes the "Mullet" post office building, City Hall Park	41	8	Oil, Fuel, Discharge of, into New York Harbor,		
New York Public Library,			Daylight saving	2	3	Appropriation to be used in preventing, requested of Congress by Army Engineer Corps	5	14
Circulation greatest from East Side branches	39	9	Favors removal of post office building	22	5	Oil, Refuse or Other Matter, Discharge of, into State Waters,		
Circulation in children's room	33	9	Mohansic Lake Reservation, Sale of	21	2	Bill to make, a misdemeanor, Abstract of	4	16
Gifts to	31	7	Why the farmers hate the change to daylight saving	9	6	Resolutions in support of regulations to prevent adopted by National Fire Protection Association	23	2
Number of books and pamphlets in Reference and Circulation Departments	36	3	New York "Tribune,"			Onelda, New York, Chamber of Commerce,		
Number of readers, 1920	31	4	Daylight saving	2	1	Opposes repeal of State daylight saving law	3	6
Number of visitors to, 1920	35	11	Daylight saving for the East	6	8	Onions,		
Reference books consulted during 1920	23	14	Daylight saving wins	20	16	Exports from New York during September	46	5
New York State,			Mohansic bill	19	2	Imported from Spain and Italy in September	45	16
Leads in industry	44	9	New York the national port	32	10	Optical Goods,		
Leads in value of its manufactured products	48	3	Saving daylight and health	9	6	See American Optometric Association		
Ranking of cities in, showing value of manufactures, and wages paid	46	13	Vehicular tunnel to New Jersey; the New York of tomorrow	2	3	Ordinances, City,		
New York State Bridge and Tunnel Commission,			New York University,			See Electric Code, Licenses for engineers, Solicitation of contributions in public Truckmen, Licenses for		
Bill to abolish, and to transfer its powers and duties to New York Port Development Commission, Abstract of	7	14	See School of Commerce, Accounts and Finance			Oswego, New York, Board of Aldermen,		
New York State Conference of Commercial Organization Secretaries,			New York "World,"			Adopt resolutions in support of daylight saving	10	
To hold 1920 meeting at offices of Association; plans; committees	1	7	Favors removal of post office building	32	5	Oswego, New York, Chamber of Commerce,		
New York State Conference of Mayors, Includes recommendation for retention of State Daylight Saving Law in its 1921 municipal Legislative program	3	5	Keep daylight saving alive	13	4	Reaffirms position of last year in favor of daylight saving	3	4
Joins Albany Chamber of Commerce in calling conference on unemployment	38	3	Logical compromise in daylight saving	10	1	Urges daylight saving	5	6
New York State Fair in Syracuse, Silver cup presented by Association for winner of the "Empire State 2.12 \$10,000 Trot"	33	12	Modified daylight saving	6	8	Outerbridge, Eugenius H.,		
New York State Incomes,			New York's sewage pollution	29	5	Chairman of the Port Authority	19	13
Compared with incomes of entire country; also with other States	32	4	No thieves in mail tubes	43	4	Chairman of the Port Authority	45	1
Number between one hundred and one hundred and fifty thousand	19	12	Real New York; persons engaged in gainful occupations	43	11	Outlines comprehensive plan for development of Port of New York	45	1
Tables showing comparisons	32	6	Why are the daylight saving bills referred to the Committee on Agriculture?	7	6	Speech at Members' Council luncheon meeting on the Port of New York	22	2
New York State Waterways Association, Annual convention, Matters discussed at; officers re-elected	40	2	Newspapers,			Package Car Service,		
New York State Wholesale Bakers' Association,			Circulation; sales; advertising	31	14	New York to Flint, Michigan, Arrangements for	1	15
Annual convention 1921, Hears President of Merchants' Association at opening session of	4	20	Newtown Creek District,			Packing,		
New York Stock Exchange,			Industrial survey of; summary of findings	25	7	Of parcel post packages, Directions for	46	6
Transactions of	7	16	Niagara Falls, New York, Chamber of Commerce,			"Perfect package month,"		
New York "Sun,"			Endorses Governor's economy program	5	9	Results of, with table	46	5
Approves action of Association toward removal of beggars and peddlers from entrance to subways and elevated railroads	21	9	See Muscle Shoals Nitrate Plant			To stimulate public interest in	36	15
Daylight and party vote	6	9	Northwestern University,			Rules for, given by exporter of textiles	2	3
Favors removal of post office building	32	5	To offer course for commercial organization secretaries	18	9	Strapping system of, urged as protection against loss and damage	46	4
New Mohansic issue	19	15	Norwich, Connecticut, Chamber of Commerce,			Padua, Italy, International Sample Fair, Third; notice of	2	3
Polluting New York's Harbor	20	5	Favors daylight saving	3	6	Panama Canal,		
Thefts of ocean freight	29	4	Nyack, New York, Chamber of Commerce,			Coastwise traffic passing through	36	13
Upholds position of Association and recommendations of Joint Congressional Committee in regard to pneumatic mail tube service	41	7	Endorses Governor's economy program	5	9	Tonnage passing through; most important trade route	38	3
			Favors daylight saving and appeals to Governor and legislators	10	4	Traffic through, fiscal year ended June 30, 1921; per cents carried by various nations	44	14
			Publishes "Greater Nyack"	13	3	Traffic statistics, fiscal year	31	14
						Traffic statistics, 1920	4	9

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	No.	P.		No.	P.		No.	P.
Panama Canal Zone,			Reasons for present high rate explained by Senator Lodge.....	30	5	Badges or buttons, American Legion of Military Order of the World War, Unauthorized wearing of, Law forbidding, Abstract of....	13	11
Commission to Investigate Conditions in, Two members of Association named on.....	24	2	Reply by Director General of the Belgian Red Star Steamship Line to arguments by Senator Lodge.....	35	4	Badges or buttons, issued by any government, Unauthorized wearing of, Law forbidding, Abstract of.....	16	12
Pan-American Postal Congress,			Report recommending reduction of Return to pre-war conditions recommended by International Chamber of Commerce.....	30	5	Conspiracies, Provisions against, Bill to make, applicable to farmers and dairymen, Abstract of.....	8	10
Provides for two-cent rate to South and Central America, and adopts principle of free transit of international mails.....	33	9	Statement of reasons why present plan of operation is hurting the United States, sent to Department of State.....	46	10	False statements, Use of, in obtaining property of credit, Law making, a misdemeanor.....	18	8
Paper,			Passport Offices, Local,			Fingerprinting by pawnbrokers, of every person obtaining money on security, Bill to require, Abstract of.....	5	11
Exports of print paper, 1920, Value	25	5	Bill providing for maintenance of, introduced in Congress and endorsed by Association.....	24	6	Firearms,		
Parcel Post,			Bill to place on permanent basis, introduced in House of Representatives.....	29	3	Carrying of, Bills to amend Sullivan law in regard to, Abstracts of.....	5	10
Campaign for proper preparation of packages,			Campaign for retention of, renewed; stand of Association endorsed by Department of State	18	2	Issue of permits by Magistrates, Law forbidding, Abstract of....	18	8
Post Office Department inaugurating.....	46	6	Commercial organizations and business firms asked to urge retention of.....	20	5	Licenses outside of New York City, Bill, Abstract of.....	6	18
Postmaster of New York City inaugurating.....	41	12	New York and other cities, Provision for, included in estimate of State Department.....	20	5	Licenses to carry, Bill, Abstract of.....	11	15
Dimensions of parcels exchanged between United States and France.....	25	11	New York City, Plan to abolish, Fight against, renewed with vigor	18	6	Possession of, by householders, Bill to permit, Abstract of.....	8	12
Negotiable international receipts, Adoption of, suggested in letter to Second Assistant Postmaster General.....	14	4	Letter of protest to Senator Calder Telegram and letter of protest to Senator Smoot and Senator Warren; acknowledgment from Senator Smoot.....	8	14	Flags, National and State, Use of, as receptacles for money, Bill to prohibit, Abstract of....	12	8
Reply from Post Office Department.....	15	13	Telegram of protest to Representatives Good and Rogers....	8	14	Law prohibiting, Abstract of....	19	9
Paris-Marché-du-Monde,			Provision for continuation of, for one year contained in Deficiency Appropriation bill.....	29	8	Foreign exchange, Bill to regulate, Abstract of.....	9	12
New plans for, call for ten stories..	2	8	Passports,			Foreign languages, Use of, in speeches relating to the government, Bill to make, a misdemeanor, Abstract of.....	10	11
Parks and Playgrounds,			New regulations issued by Switzerland.....	45	14	Horses to be shod in such manner as will prevent slipping, Bill to require, Abstract of.....	5	11
In Manhattan.....	16	15	Report recommending the abolition of.....	42	3	Landlords who discriminate against families with children, Bill to punish, Abstract of.....	7	13
Parks, City,			Patent Office,			Law providing punishment for, Abstract of.....	18	7
Appraised valuations.....	32	11	See United States Patent Office			Libel, Definition of, Bill to broaden, Abstract of.....	8	11
Manhattan, Acreage and valuation..	17	9	Patents,			Library material, Thefts of, Bill to prevent, Abstract of.....	14	6
Parkways,			Bill in Congress to require working of, within two years of their issuance to aliens, Report opposing.....	28	7	Law to prevent, Abstract of.....	20	15
Miles of, in New York City.....	15	19	Filing of applications, Bill to extend temporarily the time for, Preambles and resolutions recommending support of Law passed giving extension of time for.....	11	18	Mortgaged personal property, Secreting, Bill to make, a felony, Abstract of.....	13	10
Partnership Law,			Paterson, New Jersey, Chamber of Commerce,			Motor vehicle operators, Reckless driving, Bill to prevent, Abstract of.....	4	15
Wages, Payment of, by receivers, Bill to require, Abstract of.....	5	10	Favors daylight saving.....	3	6	Motor vehicles, Negligent operation of, Law penalizing, Abstract of	18	7
Law requiring, Abstract of.....	13	11	Patten, Thomas Gedney,			Oil, refuse or other matter, Discharge of, into State waters, Bill to make, a misdemeanor, Abstract of.....	4	15
Passaic Valley Sewer,			Letter telling of resumption of supplementary mail service on April 1.....	13	8	Public service corporations, Consideration for services, Bill to make receipt of, a misdemeanor	11	15
Appointment of sanitary engineer to watch operation of, authorized	23	5	Peabody, Massachusetts, Chamber of Commerce,			Refuse, depositing of, on highways or destroying receptacles for, Bill to make, a misdemeanor, Abstract of.....	5	10
Comment by New York "Sun" on Supreme Court decision.....	20	5	Favors daylight saving.....	3	5	Stock brokers, Books of, to be used as evidence, Bill to require, Abstract of.....	4	15
Contact with New Jersey commercial organizations to be established.....	28	5	Peddlers,			Stock of oil and mining corporations, Listing and advertising, Bill to protect the public in regard to false statements, Abstract of.....	5	10
Decision of United States Supreme Court denying application of the State of New York; ends legal fight.....	19	1	Municipal regulation of, as related to veterans of the world war, Law, Abstract of.....	20	14	Storage batteries, Defacing or recharging, Bill to make, a misdemeanor	10	11
Decision of United States Supreme Court, Report on, adopted; recommendations for future action	23	6	Peekskill, New York, Board of Commerce,			Strikes,		
Editorial on decision of United States Supreme Court.....	19	8	Favors daylight saving.....	3	8	Employment of non-resident persons during, Bill to make, a misdemeanor.....	10	11
Final argument; how case originated; pending thirteen years..	5	20	Penal Law, State,			Use of armed men during, Bill to prohibit, Abstract of.....	10	10
Suit to prevent construction of, to be argued before Supreme Court of United States; former Justice Charles E. Hughes, and former Attorney General George W. Wickersham opposing counsel..	3	11	Advertising, False and misleading, Law making a misdemeanor, Abstract of.....	20	14			
Weakness of New York's case discussed by "World".....	29	5						
Passaic Valley Sewer Commission,								
Obstruction maintained by, at Robin's Reef; removal asked; Association in sympathy with action taken.....	41	10						
To ask War Department for permission to use Newark Bay as temporary outlet for sewer....	39	9						
Passport Charges,								
Discussed with Department of State; efforts to reduce, to be continued	21	4						
In leading countries; reciprocal increases threatened.....	29	8						
Letter pointing out objections to, in reply to letter from Senator Lodge defending ten dollar fee	38	4						
Question of, taken up with Senator Calder and letter sent Chairman of Senate Committee on Foreign Relations.....	29	3						

No.	P.	No.	P.	No.	P.
Sunday sale of certain articles, Bill to permit, Abstract of.....	13 10	Near completion; cost; types; space covered	32 7	Foreign born; number naturalized	35 11
Sunday selling, by persons refraining from business on Saturday, Bill to permit, Abstract of.....	9 12	Show what City can do.....	32 6	Growth of five boroughs, 1790 to 1920	35 10
Sunday selling of souvenirs, Law permitting, Abstract of.....	18 8	Pierson, Lewis E.,		Negro	13 7
Theatre ticket speculation, Bill to make it a misdemeanor to engage in, Abstract of.....	5 10	Chairman of Nominating Committee, annual meeting of members	21 3	Number engaged in gainful occupations	26 16
Pensions, Old-Age,		Delivers address of welcome at opening session of Railway Development Association.....	20 15	White and colored, Increase, during last decade.....	12 8
Bureau of, in Department of Labor, Bill to create, Abstract of.....	4 15	Introduces Sir Drummond Fraser at meeting at which he explains ter Muelen plan.....	41 3	Women and men.....	14 5
Personal Property Law,		Member of Executive Committee in charge of trip through Hudson River and Barge Canal.....	37 12	New York City and territory within two hundred mile area with detailed fifty mile figures.....	26 1
Conditional Sales Act, Uniform, Bill to enact, Abstract of.....	11 14	Presides at luncheon given to Mexican Good Will Commission.....	14 9	New York State,	
Conditional sales contracts, Law to be printed on reverse side of, Bill to require, Abstract of.....	10 9	Re-elected First Vice-President of Association	22 15	Census figures.....	31 8
Stock dividends to be defined not as income, but principal, Bill, Abstract of.....	6 17	Pittsburgh, Pennsylvania, Chamber of Commerce,		Proportion of women and men ..	14 7
Trust funds,		Favors daylight saving.....	3 6	United States,	
Investment of, in first liens on property, Bill to permit, Abstract of.....	9 11	Plant and Structures, Commissioner of, See Whalen, Grover		Average number of persons in families and dwellings.....	40 10
Investment of, in mortgages, Bill to permit, Abstract of.....	7 13	Plattsburg Camp,		Average size of families.....	38 5
Personal Property Tax,		See National Guard Camp Duty		Average size of families in various States and sections.....	39 5
Bill to abolish, Abstract of.....	11 14	Plattsburg, New York, Chamber of Commerce,		By States.....	1 3
Perth Amboy, New Jersey, Chamber of Commerce,		Favors daylight saving.....	3 4	City dwellers.....	20 5
Favors daylight saving.....	5 3	Plant, Leopold,		Foreign born, by countries.....	31 11
Peru,		Member of Committee on Daylight Saving	4 11	Foreign born, Increase in ten years	20 18
Postal administration, Changes in..	7 16	Plumbers,		Foreign born, showing country of nativity	35 10
Peruvian Centennial Exposition,		Fee for renewal of "licensed plumbers" signs or plates, Bill to provide, Abstract of.....	11 15	Male and female, 1920 census....	34 11
For display of American merchandise planned.....	15 13	Pneumatic Tube Service,		Number of families in.....	46 16
No duties on exhibits for, to be collected by Peru.....	19 4	Attitude of Association and Joint Congressional Committee in regard to, upheld by "Sun".....	41 7	Rural and urban as shown by 1920 census.....	5 14
Petroleum,		Letter to Postmaster General asking restoration of, and pointing out that their use would have prevented recent robbery.....	40 11	Total foreign born.....	19 10
Production in the Baku district....	23 7	Mail tubes and theft.....	41 6	Total, including outlying possessions	32 11
Petroleum Products,		No thieves in mail tubes.....	43 4	Total, with outlying possessions; corrected figures.....	1 3
Possibilities of sale of, in the United Kingdom.....	34 9	Police,		Urban	16 12
Philadelphia,		Action of Commission in suspending Charles F. Tighe commended..	31 6	Urban and rural by States.....	7 16
Port statistics show gain.....	14 19	Field Day Games, Objectionable methods of selling tickets, Letters of protest to Police Commissioner and Mayor and Commissioner's reply.....	31 5	United States, British Empire and Japan	44 15
Philadelphia Bourse,		Military police inspector, Bill to create position of, Abstract of..	12 8	See also Occupational statistics, Schools	
Favors daylight saving.....	5 2	National Police Conference of the United States,		Port and Harbor Development,	
Philadelphia Mint,		Entertained at luncheon by Association	19 5	See New York, New Jersey Port and Harbor Development Commission	
Statistics of coins and coinage, 1919 and 1920.....	3 9	Subjects considered by.....	19 5	Port of New York,	
Philadelphia, Pennsylvania, Board of Trade,		See also State police		Appropriations recommended for improvements, by Army Engineers	1 11
Favors daylight saving.....	3 5	Police Commissioner,		Commerce,	
Philadelphia, Pennsylvania, Chamber of Commerce,		See Enright, Richard E.		Decline in, during April.....	35 11
Favors daylight saving.....	4 11	Police Department, City,		During October shows decline; export and import figures.....	46 6
Philippine Islands,		Puts new traffic regulations into effect in theatre area.....	2 5	Figures for February show decline	12 11
Adapted for quinine culture.....	35 10	Polk, Frank,		Figures for September show decline but not as great as a year ago	41 11
Requirements regarding the keeping of accounts,		Member of Committee to consider Referendum on Government Employees	21 4	Statistics for 1920 and 1919.....	11 10
Association makes inquiry of War Department regarding enforcement	25 11	Pollution and Sewerage, Committee on, Chairman, See Hatch, Edward, Jr.		Dangers of competition discussed by "Herald"	43 6
Letter from Secretary of War explaining origin and status of requirement	30 15	Opposes discharge of oil wastes into New York Harbor.....	38 3	Dock building paralyzed by the demands of labor.....	15 16
Letters of protest sent President Harding and officials of the Philippine Islands.....	29 9	Report on Passaic Valley Sewer decision reviewing long fight and making recommendations for future action.....	23 5	Exports,	
Operation of law affecting, postponed for one year.....	42 2	Population,		During April, Destination of.....	32 4
Preambles and resolutions protesting against.....	29 9	Australia's census figures.....	26 7	Of beans and onions during September	46 5
Suggestions of Association sent Governor General by the War Department	28 8	Great Britain and its colonies....	31 14	Of milk during September.....	46 13
Phoenix, Arizona, Chamber of Commerce,		London and New York City, No real standard for comparison.....	35 6	Foreign trade during March.....	21 12
Publishes "The Sunspot".....	29 3	New York City,		Foreign trade figures show shrinkage during April.....	26 11
Phosphate Industry,		Estimated for 1960.....	7 14	Foreign trade revival; statistics 1920 and 1919.....	11 10
Florida, Quantities and value, 1920 and 1921.....	29 9	Foreign born.....	21 2	Free time at, Extension of, urged by shippers.....	16 15
Piers, Staten Island,				Freight statistics.....	29 10
Inspected by business men at invitation of Dock Commissioner...	8 9			Importance of, and creation of Port Authority discussed by "Public Works".....	31 10
				National port of the United States	32 10
				Net tonnage, Comparison of 1913 and 1920	22 11
				Per cent of total foreign trade passing through.....	18 2
				Size, population, waterfront, need for development.....	20 18
				Supremacy of, once more indicated in statistics for 1920.....	6 16

	No.	P.		No.	P.		No.	P.
See also Members' Council Luncheon Meeting; Port of New York			Editorial giving reasons for.....	32	6	Resumption of, postponed until June 1.....	11	17
Port of New York Authority,			Extracts from editorials show demand of City press for.....	32	5	To be re-established; letter from Postmaster of New York City..	13	8
Advisory Council, Representatives of Association on.....	30	7	Hearing held by Board of Estimate and Apportionment.....	35	12	To East Coast of South America, Inadequacy of; letter to Postmaster General.....	13	7
Advisory Council, Representatives of Association on.....	45	1	Letter to Board of Estimate advocating, and suggesting new site	34	12	Reply from Post Office Department giving reasons for delay	20	18
Bill to establish "port district" and "port authority,"			Letter to other commercial and trade organizations, to stimulate expression of public opinion	35	12	To Porto Rico, Protest made against curtailment of.....	38	9
Abstract of.....	10	9	Letter to Postmaster General advocating, and reply.....	31	1-2	See also International Postal Convention,		
Becomes law; abstract.....	16	11	Letter to Representative Rosedale acknowledging receipt of bill..	31	2	Mail truck service,		
Hearing on; Association represented	12	5	Plans for, discussed at conference between Postmaster General and Advisory Committee..	34	12	Pneumatic tube service		
Passed by Assembly.....	12	5	Statement by Advisory Council of Real Estate Interests urging..	40	7	Postal Service, Joint Commission on,		
Passage of, urged by Traffic Manager at Albany hearing.....	16	15	Text of Rosedale bill to provide for	31	1	Report; scope of commission; officers and advisory council.....	11	19
Chairman of, See Outerbridge, Eugenius H.			Post Office Department,			Postmaster General of the United States,		
Commissioners for New York, Appointment of, Law authorizing, Abstract of.....	18	7	See United States Post Office Department			See Hayes, Will H.		
Editorial on Chairman's preliminary report	45	8	Postage Rates,			Postmaster, New York City,		
Members of.....	18	7	Two cent rate to South and Central American countries provided for by Pan-American Postal Congress	33	9	See Patten, Thomas Gedney		
Members of.....	19	13	Postage Stamps,			Potter, Charles H.,		
Plan proposed by,			Sales of; also stamped envelopes and postal cards.....	46	7	Member of Committee on Harbor, Docks and Terminals.....	46	3
Approved by Advisory Council; organizations represented at meeting	46	2	What the City pays for.....	19	16	Pounds, Lewis H.,		
Referred to Committee on Harbor, Docks and Terminals....	46	3	Postal Convention,			Member of the Port Authority for New York.....	19	13
Report, Preliminary, presented to Advisory Council by Chairman	45	1-6	See International Postal Convention			Prague Sample Fair,		
Resolution authorizing, Federal, Approved by Senate.....	28	5	Postal Money Orders,			Announcement	46	3
Introduced in Congress.....	23	3	Amount issued annually.....	43	11	Precious Stones,		
Signed by President.....	32	11	Cashed by New York Post Office, 1920	18	3	Mined in United States, 1919, Value of, compared with stones imported	2	3
Supersedes New York, New Jersey Port and Harbor Development Commission	19	13	Postal Savings,			President of The Merchants' Association of New York,		
Transportation Engineer, Appointment of, announced.....	26	5	Decrease in, during November....	46	12	See Morgan, William Fellowes		
Work of, endorsed by New York State Waterways Association at annual convention.....	40	2	Statistics show increase.....	12	6	President of the United States,		
Port Treaty between New York and New Jersey,			Total deposits in United States May 31	40	10	See Harding, Warren G., Wilson, Woodrow		
Signed with appropriate ceremony..	19	13	Postal Service,			President's Greeting to Members at Beginning of New Year,		
Signing of, a great event in history of the Port of New York.....	19	8	Citizens' Advisory Committee, New York City,			Editorial on.....	1	8
Port Washington Tax Payers' Association,			Appointed; members.....	31	2	Text of.....	1	1
Adopts resolution in support of daylight saving.....	8	6	Postmaster General congratulated on selection of, by "Evening Telegram"	31	12	President's Veto Power, Amendment to United States Constitution to Extend, Letter to Senator Kenyon advocating adoption of.....	29	12
Porter, Louis H.,			Increase in postal business, New York State, since 1912.....	16	14	Prices,		
Member of,			International mails, Free transit, Principle of, adopted by Pan-American Postal Congress....	33	9	Comparison of, in different countries since the armistice.....	3	9
Committee on Charter Revision..	27	10	International service recommended by International Chamber of Commerce	30	4	Comparison shows them declining unevenly	1	2
Committee on City Government..	35	11	Mail for Hawaii,			Editorial on changing levels.....	36	10
Portland, Maine, Chamber of Commerce,			Conditions applicable to domestic mail apply to.....	37	12	Wholesale,		
Favors daylight saving.....	3	5, 6	Post Office Department warns public of need for correct address	35	5	Becoming stabilized; comparison of United States with ten other countries	36	9
Porto Rico,			New York City's needs discussed by Postmaster General; recommendations of Joint Postal Commission	38	11	Decline faster than retail; valuations throughout the world....	16	9
New Governor, Suggestions made to President as to necessary qualifications	18	11	Railroad post office service, Attention of Postmaster General called to progressive decline in	24	7	Printing and Publishing Industry,		
Postal service from New York, Protest made against curtailment of	38	9	Report of Joint Commission on Postal Service; contentions of Association upheld.....	41	7	Value of products.....	31	14
Post, George A.,			Rural free delivery, Number of families served by.....	45	12	Production,		
Elected member of Board of Directors	21	3	Seapost, Reestablishment of, begun by Post Office Department....	27	8	Preambles and resolutions adopted by International Chamber of Commerce	30	2
Speech at Members' Council luncheon meeting telling why a Hudson River Bridge should be built, May 27.....	22	6	Supplementary,			Protection of Industrial Property, Committee on,		
Post, James H.,			Incoming, Post Office Department inviting bids for.....	24	2	Discusses American trademarks in Brazil; report by Albert Parker	15	16
Member of Coal Shortage Committee	9	16	Outgoing and Incoming, Resumption of, asked	10	13	Preambles and resolutions recommending support of bill to extend temporarily the time for filing applications for patents	5	16
Post Office,			Outgoing mail, reinstated; description of service.....	23	2	Recommends approval of bill to provide for Federal regulation of interstate commerce in food, drugs and medicines.....	7	19
See New York Post Office			Outgoing, to be restored; advertisement for bids.....	10	13	Recommends protest against registering of "New York" as trademark word by citizen of Havana	13	8
Post Office Building, City Hall Park,						Report opposing Federal bill to require working of patents within two years of their issuance to aliens	28	7
Cost; date of erection.....	1	15						
Criticized by New York "Times"....	41	8						
Removal of,								
Advocated by "Evening Post"....	39	12						
Consultation of Citizens' Advisory Committee on New York City's Postal Facilities with City authorities; new site under consideration	33	5						
Editorial giving reasons for.....	31	8						

	No.	p.		No.	p.		No.	p.
Report urging passage of bill to increase salaries and number of employees in United States Patent Office.....	28	8	Suitable equipment at Port of New York urged in letter to Secretary of the Treasury.....	18	8	Passenger Associations announce reduced fares for conventions....	1	12
Public Health Law,			Telegram to President Wilson asking adequate provision for.....	10	15	Reduced fares for conventions, Editorial on.....	2	6
Beer for medicinal purposes, Manufacture and sale, Bill to prohibit, Abstract of.....	13	10	Telegram to Secretary of the Treasury urging adequate appropriation for.....	10	14	Report in the matter of rates, fares and charges.....	45	11
Pharmacy, Practice of, Sale of drug sundries by Department Stores, Bill to prohibit, Abstract of....	14	6	Telegram to State Senators and City Representatives urging adequate appropriation for.....	10	14	See also Freight rates, Transcontinental rates		
Saccharine, Use of, Bill to prohibit, Abstract of.....	11	15	See also Ellis Island			Railroad Traffic,		
Public Service Commission,			Queens Borough Chamber of Commerce, Favors daylight saving.....	3	4	Conditions as shown by statistics compiled by Bureau of Railroad Economics.....	6	16
Agrees to examine question of rates for baggage transfer.....	46	16	Quinine,			See also Long Island Railroad		
Public Service Commissions Law,			Culture of, Philippine Islands adapted for.....	35	10	Railroads,		
Gas and electric companies to furnish copy of meter reading, Bill to require, Abstract of.....	13	10				Cost of operation shown by Chamber of Commerce of St. Louis..	16	1
Gas and electric meters, Tests and written reports, Bill to provide for, Abstract of.....	13	10				Financial statistics for 1920.....	11	16
Gas and electricity rates, Deposits, pending increase, Bill to require, Abstract of.....	14	7				Make good start in 1920 despite adverse conditions.....	18	2
Motor bus lines, Bill to include in definition of common carrier, Abstract of.....	12	8				Miles of, in the world.....	39	4
Telephone public pay stations, New York Telephone Company to install in subway and elevated stations, Bill to require, Abstract of.....	4	15				Railway Development Association,		
Transit act amending, as approved by Governor, Abstract of.....	16	10				Welcomed by First Vice-President of Association.....	20	15
Valuation of public utilities for rate-making purposes fixed by tax reports, Bill, Abstract of.....	13	10				Rates,		
Public Service Corporations,						See Freight rates, Lighterage rates, Railroad rates, Steamship rates, Trucking and storage rates, Virginia cities, rates to		
Consideration for services, Bill to make receipt of, a misdemeanor, Abstract of.....	11	15				Rate,		
Public Utilities,						Extermination of, Directions for... 13	5	
Valuation of, for rate-making purposes fixed by tax reports, Bill, Abstract of.....	13	10				Real Estate,		
Public Utilities and Law, Committee on,						Amount of debt on farms and homes sought by Director of the Census.....	29	5
Members of.....	7	11				Assessed valuation in New York State.....	35	3
Recommends endorsement of eight propositions of referendum on local transportation.....	1	10				Figures for 1920.....	6	9
Recommends that Association do not approve suggestion by Samuel Untermyer that it appear at hearing by Transit Commission	45	10				Value of, United States, taxed and untaxed.....	42	2
Report on gas charges.....	19	7				Real Estate Brokers,		
Report on Governor's Transit plan..	7	11				Licensing of, Bill to regulate, Abstract of.....	9	11
"Public Works,"						Real Property,		
Port of New York district.....	31	10				Returned for non-payment of taxes. Fee for making description of, Bill to provide, Abstract of....	8	12
Publications of Merchants' Association,						Real Property Law,		
Legislature, New York State, Members from New York City, with map of each County showing districts.....	7	6				Real estate brokers and salesmen, Licensing of, Bill to regulate, Abstract of.....	9	11
Pueblo,						Redfield, William C.,		
Flood sufferers need money; Association will receive and forward donations of members.....	27	12				Chairman of Committee to consider Referendum on Government Employees.....	21	4
Pure Shoe Bill,						Gives his view of Foreign Trade Financing Corporation.....	12	3
See Leather substitutes						Refuse,		
						Depositing of, on highways or destroying receptacles for, Bill to make, a misdemeanor, Abstract of.....	5	10
						See also Oil, Refuse or other matter, Discharge of, into State waters		
						Reid, Charles E.,		
						Chairman of Committee on Barge Canal Week arrangements.....	40	2
						Relief Work,		
						See Pueblo		
						Research, Bureau of,		
						Report giving reasons for opposing licenses for engineers.....	1	13
						Research, Bureau of, Articles by,		
						Commissions, Payment of as a means of obtaining orders, Warning against advertisement offering, as constituting bribery in trade.....	4	20
						Research, Director of,		
						See De Berard, F. B.		
						Revenue Act of 1921,		
						See Taxation, Federal		
						Rice,		
						Shipped from Hongkong to New York in September.....	45	16

Q

Quarantine,		
Cooperation of Boston, Philadelphia and Baltimore urged in connection with.....	10	14
Letter of acknowledgment from Assistant Secretary of the Treasury.....	12	11
Letter of acknowledgment from Assistant Secretary of the Treasury.....	20	16
Letter of acknowledgment from Secretary to President Wilson.....	12	11

No.	P.		No.	P.		No.	P.	
Richards, C. A.,			Saloniki, Greece,			Shipbuilding,		
Appointed delegate to National Foreign Trade Council.....	12	4	Advice to American exporters regarding payment for shipments intended for.....	46	16	Growth of, since 1914, as a United States industry.....	5	19
Represents Association,						World statistics, 1920.....	16	14
At annual convention of National Foreign Trade Council.....	19	10	Savings and Loan Associations,			Silk Association of America,		
At conference to consider standardizing terms used in commercial letters of credit.....	28	8	Dividends, Manner of declaring. Law, Abstract of.....	16	12	Adopts preambles and resolutions endorsing campaign for daylight saving.....	5	3
Richards, George H.,			Savings Banks,			Sends letter to its general membership urging them to take active part in daylight saving campaign.....	5	3
Appointed delegate to National Foreign Trade Council.....	12	4	Deposits in, in Eastern States increase.....	46	6	Sends letter to New York State members urging support of Daylight Saving Campaign.....	5	7
Represents Association,			Interest payments on deposits in, Bill, Abstract of.....	8	10			
At annual convention of National Foreign Trade Council.....	19	10	Interest to be paid monthly, Bill, Abstract of.....	7	13	Silver,		
At annual meeting of International Chamber of Commerce.....	20	1	New York State,			See Gold and silver		
Richmond Borough,			Average deposit per inhabitant..	16	7	Simon, Robert E.,		
Has splendid industrial possibilities	44	6	Average deposits, July 1.....	35	12	Member of,		
Improvements of which the Borough stands in need.....	46	8	Deposits increase during first three months of year.....	31	14	Committee on Charter Revision..	27	10
Industrial survey of, completed....	46	1	Number of depositors.....	17	11	Committee on City Government..	35	11
Report recommending action to promote industrial development in	46	1	Resources July 1, 1921.....	34	8	Sisson, Francis H.,		
Survey of; summary.....	44	1	Powers of, Money for transmission, Law, Abstract of.....	16	12	Member of Committee on Public Utilities and Law.....	7	11
Richmond, Virginia, Chamber of Commerce,			Schaefer, J. Louis,			Smith, Alfred E.,		
Cannot be represented at daylight saving conference but is in sympathy with plan.....	6	8	Represents Association at annual meeting of Chamber of Commerce of the United States.....	17	11	Member of,		
Favors daylight saving.....	3	6	Schiff, Mortimer L.,			Citizens' Advisory Committee on New York City's postal facilities.....	81	2
Ripley, T. M.,			Member of Committee on Daylight Saving.....	4	11	Port Authority for New York....	19	13
Commends report on overloading and speeding of motor trucks..	15	20	Schley, Reeve,			Smith, Alfred L.,		
Riverside Drive,			Member of Coal Shortage Committee	9	16	Member of the American Trade Association Executives.....	25	11
Nuisances on, Bill to remove, Abstract of.....	9	11	School of Commerce, Accounts and Finance,			Speaks for music industries at hearing on taxation.....	26	10
Robertson, Thomas E.,			Announcement of courses for fall term by Wall Street Division...	31	4	Smith, J. Spencer,		
Describes demoralization in United States Patent Office due to low salaries of employees.....	40	3	To offer course in freight traffic management.....	32	16	Member of the Port Authority for New Jersey.....	19	13
Robinson, Henry M.,			Schools,			Sniping Practice,		
Analyzes and explains Jones bill to provide for foreign trading zones	37	1	Attendance at, for seven-thirteen age group.....	44	16	See Anti-Litter Bureau		
Rochester Chamber of Commerce,			Non-attendance at; Census Bureau figures.....	41	12	Snow Removal,		
Condemns "remit or return" method after careful study.....	3	16	Percentage of population attending.....	43	10	Resolution commending action of Board of Estimate and Apportionment in providing for.....	12	3
Roe, Charles F.,			School population of the United States.....	45	14	Soap,		
Member of Committee on Military Affairs.....	19	6	See also Commercial Organization Secretaries, Training School for, at Northwestern University.			Exports, 1920.....	35	10
Rose Tournament,			Continuation Schools, Education Law, High Schools			Solicitations of Contributions in Public, Ordinance to regulate alarms solicitors.....	46	16
Annual, in Pasadena.....	7	14	Schools, City,			Solvay Process Company,		
Rosenbaum, William,			Evening schools, Adequate provision for, urged; letters to President of Board of Education and members of Budget Committee, with replies.....	31	12	Cooperates in work for daylight saving.....	9	6
Member of Committee on Daylight Saving.....	4	11	Registration; increase over last year	36	15	Somerville, New Jersey, Chamber of Commerce,		
Rumania,			Total registration, day, evening, and continuation.....	38	7	Favors daylight saving.....	4	11
Exports, 1920.....	23	6	Schram, Louis B.,			Spain,		
S			Member of Committee on Industrial Relations.....	11	6	Trade with, Commissioner Strachen prepared to give advice on.....	18	12
Saccharine,			Member of Committee on Industrial Relations.....	27	2	Spencer, J. Beaumont,		
Use of, Bill to prohibit, Abstract of	11	15	Secretary of Commerce, United States, See Hoover, Herbert Clark			Member of Committee on Military Affairs.....	19	6
Saint Lawrence Ship Canal Project,			Secretary of State, New York State, See Lyons, John J.			Springfield, Massachusetts, Chamber of Commerce,		
Amount of business available, would not justify; statement by Adair E. Cornelius.....	43	6	Securities Law,			Favors daylight saving.....	3	6
Condemned by State Engineer and former Superintendent of Public Works at convention of New York State Waterways.....	40	2	Bill to enact, Abstract of.....	6	18	Springfield, Ohio, Chamber of Commerce,		
Memorandum sent out in reply to letters from Western cities giving reasons for opposition to...	4	13	Seneca Falls, New York Citizens' Club,			Favors daylight saving.....	3	6
Speech of Governor Miller before Atlantic Deepwaterways Convention analyzing.....	44	10-13	Takes action in favor of daylight saving.....	8	6	Stabler, Walter,		
Saint Louis Chamber of Commerce,			Sewage Disposal, New York Bay, Emergency relief project under discussion.....	7	14	Member of Committee on Daylight Saving.....	4	11
Ascertains working conditions of railroad employees while under Federal control.....	18	4	Sherrill, Charles H.,			State Fair at Syracuse,		
Sales Tax,			Represents Association at annual meeting of International Chamber of Commerce.....	30	1	Silver cup to be presented by Association to winner of great race	17	10
See Taxation, Federal			Ship Tonnage,			State Police,		
Salemen,			Increases; Lloyd's figures.....	34	4	Additional troops, Law providing for, and regulating generally, Abstract of.....	18	8
Ask for interchangeable mileage rates.....	27	7				Staten Island,		
						See Piers, Staten Island Richmond Borough		
						Stationers and Publishers' Board of Trade,		
						Favors daylight saving.....	3	4
						Statue of Liberty,		
						Sculptor; size.....	1	10

	No.	p.		No.	p.		No.	p.
Steamship Service,			Stutz, C. C.,			Law reorganizing, Abstract of.....	12	11
Between New York and Pacific Coast ports established by United States Transport Company....	5	17	Represents Association at annual meeting of International Chamber of Commerce.....	30	1	Tax Law, State,		
List of lines operating between New York and the principal port cities on the Atlantic, Gulf and Pacific coasts and Long Island Sound	11	18	Subways, New York City,			Advertising signs, Out-of-door, Bill to impose tax on, Abstract of..	6	15
Reopening of navigation on Great Lakes announced; rates.....	13	9	Number of persons using Forty-second Street entrances.....	29	5	Capital stock tax, Shares of stock without par value, Bill in relation to, Abstract of.....	21	7
Resumption of Hudson River Line service announced.....	13	9	Statistics regarding.....	15	9	Income tax,		
Steamship Rates,			Sugar,			Collection of, to be made by Tax Commissioner, Law providing, Abstract of.....	19	10
From New York to points on Great Lakes	13	9	Report on application of transcontinental lines regarding rates on	42	5	Deduction of worthless debts, Bill in relation to, Abstract of.....	10	9
Steel,			Sunday Laws,			Deduction of worthless debts, Bill in relation to, Abstract of.....	15	14
See Iron and Steel			Sale of certain articles, Bill to permit, Abstract of.....	13	10	Deduction of worthless debts, Law in relation to, Abstract of.....	13	7
Stewart, W. M.,			Sale of souvenirs, Law permitting, Abstract of.....	18	8	Dividends from saving and loan associations, Bill to exempt, Abstract of.....	14	7
Thanks Association for suggestions in regard to "Survey of Current Business".....	31	11	Sales by persons refraining from business on Saturday, Bill to permit, Abstract of.....	9	12	Dividends of close corporations, Bill to exempt, Abstract of.....	8	10
Stock Brokers,			Superintendent of Public Works, State,			Dividends of close corporations, Law exempting, Abstract of....	20	13
Books of, to be used as evidence, Bill to require, Abstract of....	4	15	See Cadie, Charles L.			Exemptions, Bill to increase.....	4	15
Stock Dividends,			"Survey of Current Business,"			Exemptions for dependents, Bill to increase, Abstract of.....	4	15
Aggregate amount of, declared since decision of United States Supreme Court, March, 1920.....	2	9	Director of the Census thanks Industrial Bureau for suggestions in connection with.....	21	11	Gain or loss, Bill in relation to determining, Abstract of.....	15	14
Statistics for June.....	24	7	Swiss Sample Fair,			Gain or loss, Law in relation to determining, Abstract of.....	20	13
To be defined not as income but principal, Bill, Abstract of....	6	17	Fifth annual, at Basle, announced	11	17	Interest on mortgages, Bill to exempt from, Abstract of.....	13	10
Stock of Oil and Mining Corporations,			Switzerland,			Understatement, No penalty for, Bill in relation to, Abstract of	10	9
Listing and advertising, Bill to protect the public in regard to false statements, Abstract of.....	5	10	Passport regulations.....	45	14	Understatement, No penalty for, Law in relation to, Abstract of	13	7
Stock Transfer Tax,			Syracuse, New York, Chamber of Commerce,			Inheritance tax law, Administration of, Law transferring to Tax Commission, Abstract of.....	19	9
Bill to increase, Abstract of.....	10	11	Favors daylight saving.....	5	2	Insurance by foreign underwriters, Bill to tax, Abstract of.....	14	7
Stocks and Bonds,			Reports that telegrams are sent to Onondaga County representatives in the Legislature in support of Daylight Saving.....	5	6	Mortgage tax,		
Payments, interest and dividends..	41	5	T			Penalties for non-payment, Bill to remit, Abstract of.....	11	14
See also Blue Sky Law			Tanzer, Laurence Arnold,			Penalties for non-payment, Law remitting, Abstract of.....	20	14
Storage and Handling Charges, West-bound Freight,			Member of,			Personal property, Tax on, Bill to abolish, Abstract of.....	11	14
Proposed increase; members asked to communicate their views....	27	11	Committee on Charter Revision..	27	10	Real property returned for non-payment of taxes, Fee for making description of, Bill to provide, Abstract of.....	8	12
Straus, Jesse L.,			Committee on City Government..	35	11	Rent profiteering, Filing of statements by owners of dwellings to prevent, Bill to require, Abstract of.....	4	15
Member of Committee on Public Utilities and Law.....	7	11	Tariff,			Stock transfer tax, Bill to increase, Abstract of.....	10	11
Straus, Percy S.,			Australia,			Tax Commission,		
Addresses convention of National Association of Paper Box Manufacturers	30	15	Customs duties.....	38	9	Bill to reorganize, Abstract of... 3	10	
Member of Committee on Daylight Saving	4	11	Deferred duties, certain items....	11	17	Law reorganizing, Abstract of... 13	11	
Street Railways,			Trinidad; exporters hampered by British policy of discrimination	5	17	Taxes of dissolved corporations, Bill in relation to, Abstract of..	15	14
Passengers carried on City's lines during year ended June 30, 1920	4	19	See also Customs duties			Tax on German Goods,		
Through service, in New York City, Bill to require, Abstract of....	7	14	Tariff Act, Emergency,			See German Merchandise		
Traffic figures for surface lines in each of the five boroughs and Hudson and Manhattan tubes..	7	13	Anti-Dumping legislation, Strong protest against; report of Committee on Customs Service and Revenue Law.....	17	4	Taxation and Public Revenue, Committee on,		
See also Local Transportation, Referendum on, Transit Act, State, Transit Situation			Tariff Bill,			Holds hearing on Referendum No. 36 on Federal Taxation.....	26	10
Street Traffic,			Administrative features of, Position of Association in regard to....	45	6	Report making recommendations in regard to foreign traders, charitable contributions, billboards, hotel rooms, sales tax.....	37	4
Regulations, New, for theatre area	2	5	Administrative section, Proposal for Improvement of.....	12	9	Report on Referendum No. 34 on Federal Taxation.....	3	13
Streets,			Definition of "colored," Impossible for Association to take position on.....	45	6	Report recommending that each member of Association be asked to express an opinion on tax revision	27	5
Widening of Fifty-ninth Street at Columbus Circle, Law permitting, Abstract of.....	20	14	Duties on Cuban raw sugar, Association can take no stand on... 43	10		Taxation, City,		
Strike, Railroad,			Inquiries regarding, Association restates its position in regard to rates	45	6	Rate for 1921,		
See Railroad employees			See also Customs duties			By Boroughs.....	10	12
Strikes,			Tariff Nomenclature,			Largest in its history.....	17	5
Average duration of.....	6	30	Resolutions adopted by International Chamber of Commerce..	30	3	Real estate, Tax on,		
Employment of non-resident persons during, Bill to make, a misdemeanor, Abstract of.....	10	11	Tariff Principles, Referendum on,			Dates of payment, Bill to extend, Abstract of.....	12	8
Use of armed men as policemen during, Bill to prohibit, Abstract of	10	10	Proposal; members of Committee; extracts from report of Committee	45	9	Earlier payments, Bill to require, Abstract of.....	9	12
Strikes and Lockouts,			Taunton, Massachusetts, Chamber of Commerce,					
Bill to prohibit, Abstract of.....	8	11	Cannot send representative to daylight saving conference, but sends result of referendum....	6	7			
			Submits results of questionnaire showing majority in favor of daylight saving.....	3	5			
			Tax Commission, State,					
			Bill to reorganize, Abstract of.....	8	10			

	No.	P.		No.	P.		No.	P.
Taxation, Federal,			Reasons for and against.....	27	6	Tenement House Law,		
Editorial,			Statement by Chamber of Com-	16	14	Cellars and basements, Waterproof-		
Against delay in repeal of excess			merce of the United States....	27	5	ing of, Bill to require, Abstract	10	9
profits tax.....	33	6	Sources of revenue.....			of		
Discussing action on proposed tax			Taxation, State,			Definition of a tenement house, Bill	11	15
on billboards.....	39	6	Amount to be raised for State and	12	5	to change, Abstract of.....		
Discussing importance of revision	27	4	local governments.....			Fire fighting appliances, Bill to re-	4	15
Discussing results of second re-			Corporations, Business, Tax on, Re-	46	7	quire, Abstract of.....		
ferendum on.....	31	8	turns for fiscal year ended July			Registration of name of agent, Law	20	14
On decision in favor of turnover			1, 1921.....			requiring, and defining vagrancy		
sales tax.....	29	6	Income tax,			Tenement Houses,		
Excess profits tax, Repeal of,			Amount of average individual tax	17	5	Manufacturing in,		
Association favors.....	29	1	City's share of.....	1	7	Bill to prohibit, but exempting		
Postponed by pending legislation			City's share of; aggregate for	10	12	makers of wearing apparel, Ab-	15	14
to January 1, 1922; members			Counties			stract of.....		
protest and are urged to send			Number of persons filing, and to-	18	10	Bill to prohibit, with certain ex-	8	10
telegrams to Washington; tele-			tal amount.....			ceptions, Abstract of.....		
gram previously sent to Wash-	33	4	Number of women filing returns	15	19	Ter Meulen Plan,		
ington officials.....			as heads of families.....	39	10	See Credits, International		
Telegrams to Committee Chair-			Number of women paying.....	4	20	Thanksgiving Proclamation,		
men and New York Senators			Returns filed by residents of New	17	12	Text of, by President of the United	40	12
urging January 1, 1921, as ef-	31	11	Jersey			States		
fective date, and reply from			Returns show mostly small in-	16	3	Thayer, E. C.,		
Senator Fordney.....	31	10	comes	16	7	Member of Committee on Daylight	4	11
Fordney bill, Provisions of, discussed			Returns, Total, and according to	25	11	Saving		
by Chamber of Commerce of			occupational classification.....	13	6	Theater Tickets,		
the United States in letter to			Statistics of returns with table	35	5	Persons selling, to be licensed; prices	5	10
members	31	5	showing different income classes	25	11	restricted, Bill, Abstract of....		
Income tax,			Statistics showing returns by	13	6	Sale of, Bill to empower Board of	5	10
Analysis of returns for 1919.....	34	20	classes			Aldermen to regulate, Abstract		
Charitable contributions exempt			Table summarizing returns.....	5	9	of	5	10
from	7	3	Total number of returns, 1919,	4	15	Sale of, by speculators, Bill to make,	5	10
Returns, March, 1921.....	16	8	and number of wage earners....			a misdemeanor, Abstract of....		
Total, normal and surtax, 1919..	34	6	Total returns; City's share by			Theaters,		
Plans of Secretary of the Treasury;			counties; aggregate for all			See International Theatrical Asso-		
alternative proposals.....	27	6	counties			ciation		
Questionnaire on,			Legislation,			Thefts of Merchandise from Trucks,		
Members sending in their opin-			Tax on securities, Bill to provide			Guard of deputy United States mar-	30	16
ions	28	6	for, Abstract of.....	4	15	shals organized to prevent.....		
Postal card ballot and results of			See also Tax Law, State			Thorpe, Merle,		
test	29	1	Taxicab Drivers,			Describes first congress of Interna-	32	12
Results of.....	31	9	Action to be taken on enforcement	42	2	tional Chamber of Commerce..	12	6
Sent entire membership asking			of law to prevent licensing of			Thrill and Spending.....		
expression of views on.....	27	5	criminals as.....			Tighe, Charles F.,	31	6
Referendum (No. 34) by Chamber			Letter to Commissioner of Licenses	44	9	Suspension of, commended.....		
of Commerce of the United			calling attention to resolutions	37	9	Timme, Walter,	10	6
States,			and asking information from his	45	7	Endorses daylight saving as a		
Report on, embodying Associa-			records			means of preventing disease...		
tion's vote.....	8	13	Licenses for, Preambles and resolu-			Tisdale, Glenn A.,	11	9
Results show wide divergence of			tions demanding more careful			Member of Committee on Highway		
opinion; vote of Association....	16	13	scrutiny of applicants for.....			Development		
Statement regarding Association's			Reply from Commissioner of Li-			Tod, Robert E.,		
action on, for the purpose of	5	18	censes with regard to granting	22	13	Reply to letter from Association of-	41	11
clearing up misunderstandings.			of licenses to.....			fering congratulations and co-		
Submitted, and referred to Com-			Taylor Society,			operation on appointment as		
mittee on Taxation and Public			Spring meeting held; Subjects dis-			Commissioner of Immigration...		
Revenue	1	11	cussed			Tower, Edward M. C.,	4	11
Referendum, Second (No. 36) by			Teagle, Walter C.,			Member of Committee on Daylight		
Chamber of Commerce of the			Member of,			Saving		
United States,			Committee on Industrial Rela-	11	6	Towne, Henry R.,		
Account of hearing held on.....	26	10	tions			Re-elected member of Board of Di-	21	3
Made necessary due to great di-			Committee on Industrial Rela-	27	2	rectors		
vergence of opinion.....	24	8	tions			Sends letter to Senator Meyer in	8	7
Notice of hearing to be held by			Telegraph and Cable Codes, Committee			favor of daylight saving.....		
Committee on Taxation and			on,			Trade Contracts,		
Public Revenue.....	25	1	Changed to Committee on Telegraph	12	8	Cause confusion; agreement in	7	16
Proposals submitted.....	34	3	and Cable Communications....			standard forms sought.....		
Results of, with action of Assoc-			Telegraph Lines,			Trademarks,		
iation	31	9	In France, Western Union Telegraph	13	11	American trademarks in Brazil; re-	5	16
Vote of Association on.....	29	2	Company asks permission to op-			port by Albert Parker.....		
Report,			erate	12	11	Registering of word "New York"	22	14
Covering foreign traders, charita-			Telephone Pay Stations,			by citizen of Havana,		
ble contributions, billboards,			Collections	7	19	Application denied.....	13	8
hotel rooms, sales tax.....	37	4	Installation of, in subway and ele-			Protest against.....		
On Referendum of Chamber of			vated stations, Bill to require,	4	15	Resolutions adopted by Interna-	30	3
Commerce of the United States,			Abstract of.....			tional Chamber of Commerce..		
embodying Association's vote..	3	13	Telephones,			Trade Protective Corporation, Incorporated,		
Recommending that every mem-			Number of, in Europe and in the	44	9	See Ocean freight, Pilferage of		
ber of Association be asked for			United States.....			Traffic,		
an expression of opinion on....	27	5	Number of, in larger cities of the	34	4	See Railroad traffic,		
Revenue Act of 1921,			world			Street railways,		
Contains many changes; copies ob-			Number of, in the world, December	35	9	Street traffic		
tainable from Legislative Service			31, 1919.....			Traffic Bureau,		
Bureau	45	3				Aids in obtaining third-class rates	32	11
Freight and transportation						on books.....		
charges repealed in.....	46	13						
Sales tax,								
Association asks for, but con-								
demns Smoot bill.....	37	4						
Association declares in favor of..	29	1						

	No.	p.		No.	p.		No.	p.
Assistant Manager, See Connell, W. H.			Package car service arrangements, New York to Flint, Michigan..	1	15	Hearing held; delegation from Association	10	16
Assists Local Freight Agents' Association in eliminating thefts by truckmen from freight shipments	7	12	Packing, Strapping system of, Advantages of	46	4	Members of Association asked to read Governor's message relating to public utilities	6	1
Files objections to proposed changes in rules and requirements in respect to use of containers	39	11	"Perfect package month"	38	15	Report endorsing Governor's proposals, excepting suggestion of City ownership	7	11
Letter from member expressing appreciation of services of	15	19	"Perfect package month," Results of Port Authority bill, Passage of, urged	16	15	Summary of reasons for endorsing Knight-Adler bill sent Speaker Machold and Senator Lusk	12	12
Manager, See Lincoln, J. C.			Port differentials, Change in basis for, opposed	16	15	Transit Commission, Joint appearance before, of Merchants' Association, City Club, and Citizens' Union suggested; proposal not approved	45	19
Report,			Rates, Comparison of all rail, with canal and lake service	21	9	Transit Situation, Governor's message dealing with, Text of, together with summary of street railway referendum taken by Chamber of Commerce of the United States	6	11-14
December	5	19	Rates on carload lots of fruit and vegetables			Transportation Act of 1920, Amendment of, asked in regard to claims for straight overcharge	10	14
January	7	12	Hearing to be held on proposed increase	38	3	Transportation and Communication, Resolutions adopted at annual meeting of International Chamber of Commerce	30	4
March	16	15	Proposed advance in	36	14	Transportation Committee, Chairman of, See Morse, Daniel P. Report making recommendations regarding railroad rates, highway motor transportation and embodying resolutions regarding amendments to Interstate Commerce Act	45	11
April	23	16	Rates to Mississippi Valley territory, Revision of	40	8	Report making recommendations regarding transcontinental rates, rates on sugar, Bill of Lading Act, and Interstate Commerce Act	42	5
May	25	5	Rates to Virginia cities	35	7	Transportation Committee, Citizens', See Citizens' Transportation Committee		
June	30	15	Railroad rates, Investigation into, announced	44	14	Transportation Tax, Treasury Decisions in regard to	45	11
October and November	45	15	Shippers urge extension of free time at New York port	16	15	Traveling Salesmen, See National Council of Traveling Salesmen		
Theory and practice of, in giving aid to members described by Assistant Manager	24	10	Steamship line solves trucking problem	13	9	Travers, A. M., Represents Association, At hearing on daylight saving, February 2	6	2
Traffic Bureau, Articles by,			Steamship lines, Coastwise, Rates ..	11	18	On Committee to protest against acceptance of offer by Henry Ford for nitrate plant at Muscle Shoals	32	1
All-water route to the West, Save money by using; Chicago conference	22	16	Storage and handling charges on westbound freight, Proposed increase; members asked to communicate their views	27	11	Treaties, Report recommending offer of assistance and cooperation in connection with commercial treaty with Germany and general treaty matters	42	3
Barge Canal navigation to be resumed; operating companies	17	3	Traffic management course offered by Young Men's Christian Association	1	15	Trenton, New Jersey, Chamber of Commerce, Favors daylight saving	3	5
Claims,			Transcontinental lines propose "postage stamp" basis for through traffic to Pacific	38	8	Trinidad, Tariff; exporters hampered by British policy of discrimination	5	17
Overcharge and reparation, Time limit for filing, extended	21	9	Treasury Decisions regarding taxes on transportation service and claims for refunds	45	13	Troy, New York, Chamber of Commerce, Endorses Governor's economy program	5	9
Presentation of, Suggestion for shippers to obviate inattention and delay on part of the carriers	4	17	Tunnel, Vehicular, under Hudson River, Summary of Commission's report	13	9	Trucking and Storage Rates, Members protest against; investigation shows them most reasonable obtainable	20	11
Straight overcharge, Method of procedure	3	18	Water service, Great Lakes and Hudson River	18	9	Truckmen, Bonds, Bill to require, Abstract of	11	14
Consolidated freight classification, Docket No. 7, makes many changes; notice of hearings	27	7	Water service through canals	29	11	Custom House truckmen, Increase in bonds for, Result of inquiry into	44	5
Containers,			Traffic Congestion at Grand Central Station, Bill to relieve, by opening new streets, Abstract of	11	15	Licenses for, Amendment to City Ordinance to provide for, in order to minimize thefts from trucks	7	12
Proposed changes in rules and requirements of Consolidated Classification Committee	38	10	Traffic Court, City, Fines collected by	8	9			
Proposed changes in rules and requirements, Hearing held on	36	14	Traffic Laws and Regulations, Amendment to Highway Law to provide penalties for reckless driving, Abstract of, as signed by Governor	16	11			
Express classification changes proposed by American Railway Express Company	19	12	Bill to amend the Highway Law by providing penalties for reckless driving, Letter to Governor asking approval of	14	5			
Express classification, Official, No. 27, How revision varies from rules hitherto in force	1	14	Bill to amend the Highway Law in relation to reckless driving, License regulations, Abstract of ..	9	12			
Express company begins campaign of education	3	12	Bill to amend the Penal Law, in relation to reckless driving, Abstract of	4	15			
Express consolidation explained by Interstate Commerce Commission	2	10	Report on causes and remedies for automobile accidents and recommending amendment to the State Automobile Law	3	10			
Express service,			Traffic Management, Course in, offered by Young Men's Christian Association	1	15			
Departments established to handle specific matters	40	9	Transcontinental Rates, Hearing on, held in Chicago; Association represented	42	3			
The "Right Way Plan," why shippers should adopt it	20	19	Proposed "postage stamp" basis for through traffic to the Pacific; commodities involved	38	8			
Express shipments,			Protecting New York City from unjust and discriminatory rates ..	42	4			
Claims for loss or damage, Time for filing, extended	31	14	Report and resolutions opposing application of transcontinental lines	42	5			
Precautions to prevent loss of	12	5	Transit Act, State, Abstract of, as approved by Governor	16	10			
Freight rates from New England points to Queens and Brooklyn, Adjustment of, planned	23	10						
Freight receipts, Laxity in method of handling, and proposed remedy	24	7						
Freight service between New York and Baltimore, Announcement of ..	36	15						
Lighterage charges, Proposed increase opposed	22	16						
Lighterage privilege, Free at New York, Proposal to establish, Notice of hearing	27	11						
Mileage books,								
Movement to place on sale, in order to secure lower rates for traveling men	8	13						
Salesmen ask for	27	7						
Motor truck rates filed with Interstate Commerce Commission	10	11						
New England rates; move to correct injustice to New York City	45	13						

No.	P.		No.	P.		No.	P.	
		See also Merchant Truckmen's Bureau of New York			United States Army Engineers, Estimates of, for harbor and waterway improvements during 1921	1	11	Telegram sent to conferees on Nolan bill urging adequate provision for.....
		Trucks, See Thefts of Merchandise from trucks			United States Assay Office, Opened at Wall and Nassau Streets	18	11	United States, Population, See Population, United States
		Trust Funds, Investment of, in first liens on property, Bill to permit, Abstract of.....	9	11	United States Attorney General, Asks assistance of Association in regard to proper method of determining market value of imported merchandise.....	33	11	United States Post Office Department, Announcement regarding change in postal rates.....
		Investment of, in parts of mortgages, Bill to permit, Abstract of.....	7	13	United States Bureau of the Census, Seeking facts on real estate debt..	29	5	Begins re-establishment of seapost mail service.....
		Tuberculosis, See National Tuberculosis Association,			United States Department of Agriculture, Letter from Acting Secretary promising enforcement of quarantine against citrus black fly.....	10	12	Common sense and efficiency in the management of; editorial on article by Postmaster General..
		Tunnels, Astoria-Manhattan, Vehicular and pedestrian, Bill to provide for, Abstract of.....	6	18	United States Department of Commerce, See Foreign and Domestic Commerce, Bureau of			Conducts largest business in the world.....
		Staten Island-Brooklyn, Freight and passenger, Law authorizing, Abstract of.....	21	7	United States Department of State, Favors local passport offices in principal ports.....	20	5	Inaugurating campaign for proper preparation of parcel post packages.....
		Staten Island-Manhattan, Freight and passenger, Bill to authorize.....	5	11	United States Department of the Treasury, Appointment of Hon. Andrew W. Mellon as Assistant Secretary in charge of Customs, asked.....	14	19	Letter from Second Assistant Postmaster General telling results of International Postal Convention.....
		Vehicular tunnel under Hudson River, Summary of report of State Bridge and Tunnel Commission	13	9	Letter from Assistant Secretary regarding appropriation for quarantine facilities.....	12	11	Postmaster General explains how he is trying to raise standards of, and to improve the service....
		Value of, discussed by New York "Tribune".....	2	8	Letter from Assistant Secretary regarding appropriation for quarantine facilities.....	20	16	Reply from Second Assistant Postmaster General regarding international reply coupon service..
		Twombly, Henry B., To represent Association, Among incorporators of "Trade Protective Association".....	24	1	Letter telling why currency has been dirty.....	29	4	Reply from Second Assistant Postmaster General regarding mail for South America.....
		In association formed to prevent pilferage of ocean freight.....	29	4	Writes at length regarding quarantine and immigration conditions	24	6	Reply to suggestion regarding negotiable international receipts for parcel post packages.....
					United States Department of War, Letter from Secretary of War explaining origin of requirement in keeping of accounts in the Philippine Islands.....	30	15	United States Surgeon General, See Cumming, H. S.
					United States Government, Cost of running; income and expenditures.....	29	2	United States Transport Company, To establish service between New York and Pacific Coast ports...
					Economy in administration of, Need for, Editorial on.....	29	6	Untermeyer, Samuel, Asks Merchants' Association, City Club and Citizens Union to appear before Transit Commission
					Telegram to President Harding commending his action.....	29	12	Reply to letter regarding wage scale in building trades.....
					United States, House of Representatives, Committee on Appropriations, Letter from Chairman of, stating that needs of Ellis Island will have consideration.....	1	7	Reply to second letter regarding wage scale in building trades; hints at new revelations.....
					United States, House of Representatives, Committee on the Judiciary, Replies regarding Federal incorporation of American firms doing business in China.....	1	10	Utica, New York, Chamber of Commerce, Favors daylight saving.....
					United States Hydrographic Office, Consolidation with Coast and Geodetic Survey favored by Association.....	28	6	
					United States Official Postal Guide, Notice of 1921 edition.....	25	11	Van Buskirk, De Witt, Member of the Port Authority for New Jersey.....
					United States Patent Office, Demoralization in, due to low salaries, described by Hon. Thomas E. Robertson.....	40	3	Vegetables, Production statistics, 1919, by States
					Editorial discussing needs of.....	40	6	Venezuela, Commercial survey of, made by American Trade Commissioner..
					Editorial on statement by the Hon. Thomas E. Robertson.....	42	4	Veterans of the World War, Bonus, State, Commission to distribute, Bill to provide for, Abstract of....
					Passage of bill to provide for higher fees urged.....	40	3	Law creating, Abstract of.....
					Personnel and compensation of employees in, Letter to members of House Committee on Patents asking increase in.....	20	5	Citizens' meeting to obtain justice for the wounded endorsed by Association.....
					Report adopted urging passage of bill to increase salaries and number of employees in.....	28	8	Conditions surrounding care of, to be investigated by Association at request of American Legion.
					Telegram sent to conferees on Nolan bill urging adequate provision for.....	2	14	Municipal regulation of hawkers and peddlers as related to, Law, Abstract of.....
								Preference in civil service appointments, Constitutional amendment to be presented to voters; opposition to, reiterated.....
								Letter protesting against bill to provide for, sent to chairmen of Judiciary Committees.....
								Reasons why Association is against

No.	P.		No.	P.		No.	P.			
		Result of vote in Constitutional amendment providing for.....	46	7	Water Supply, Gas and Electricity, Department of,			In factories and mercantile establishments, Limitation upon, Bill to remove, Abstract of.....	7	13
		Provisions for, by Federal Government,			Commissioner of, tells Mayor Mohansic bill should be vetoed...	18	1	Jury duty; exemption provisions; Bill, Abstract of.....	5	21
		Editorial discussing Association's report on.....	23	4	Protests to Governor against sale of Mohansic Lake Reservation...	19	15	Number operating and working on farms	34	5
		Editorial on action of Association regarding	30	3	Water Transportation,			Number paying income taxes.....	39	10
		Letter from Senator Wadsworth acknowledging report on.....	30	15	Advantages of, Attention called to Saving on class and commodity freight through use of; conference held at Chicago.....	22	12	Number paying income taxes as heads of families.....	15	19
		Report defining position on.....	28	5	Service through the State Barge Canal	29	11	To operate buffing wheels, Bill to permit, Abstract of.....	15	14
		Report on, sent to Chairman of Senate Committee on Military Affairs	30	15	"Ship-by-Water" convention to be held; Association to send delegates	26	3	Law permitting, Abstract of.....	20	13
Veto,					Waterways,			Women and Minors,		
		See President's veto power, Amendment to United States Constitution to extend			See Harbor and waterway improvements			Hours of labor, factories and mercantile establishments, Bill to decrease, Abstract of.....	5	11
Virginia Cities, Rates to,					Wealth,			Hours of labor, Industrial Board to investigate, Bill, Abstract of..	8	21
		Controversy over; Traffic Bureau joins in movement to protect shippers	35	7	United States, Estimated value of, in 1921.....	42	2	Minimum wage, Bill to provide for, Abstract of.....	4	15
Voting Machines,					Weldon, Samuel A.,			Women's Medical Association of New York City,		
		To be used in New York City, Law providing for, Abstract of.....	19	10	Member of Committee on Daylight Saving	4	11	Endorses daylight saving.....	9	3
					Weismann, A. C.,			Woods, Arthur H.,		
					Member of,			Addresses conference on unemployment called by Albany Chamber of Commerce.....	23	3
					Committee on Charter Revision..	27	10	Worcester, Massachusetts, Chamber of Commerce,		
					Committee on City Government..	35	11	Favors daylight saving.....	4	11
					Western Union Telegraph Company,			Workmen's Compensation Law,		
					Asks permission to operate land lines in France.....	12	11	Benefits,		
					Whalen, Grover,			Bill to extend, Abstract of.....	10	10
					Asks cooperation of Association in removal of harbor obstruction at Robin's Reef; sends request to Corporation Counsel.....	41	10	Bill to provide, from date of disability, Abstract of.....	14	7
					White, F. Burton,			Bi-weekly payments, Bill to provide, Abstract of.....	6	17
					Member of Coal Shortage Committee	9	16	Private chauffeurs, Bill to provide, Abstract of.....	5	11
					White, James Gilbert,			For partial disability, Bill to increase, Abstract of.....	8	12
					Chairman of Committee on Public Utilities and Law.....	7	11	Employees of sub-contractors, Bill to protect, Abstract of.....	14	6
					Re-elected Second Vice-President of Association	22	15	Enforcement of awards against uninsured employers, Law requiring, Abstract of.....	21	5
					Represents Association at annual meeting of Chamber of Commerce of the United States...	17	11	Law amending generally, Abstract of	20	13
					Speaks for Association at hearing on transit situation.....	10	16	Medical care, Bill to provide for, Abstract of.....	7	13
					Whitman, Charles S.,					
					Member of,					
					Committee on Charter Revision..	27	10			
					Committee on City Government..	35	11			
					Wickersham, George W.,					
					Member of Committee to consider Referendum on Government Employees	21	4			
					Willcox, William R.,					
					Member of,					
					Committee on Charter Revision..	27	10			
					Committee on City Government..	35	11			
					Wilmington, Delaware, Chamber of Commerce,					
					Favors daylight saving.....	3	6			
					Will be represented at daylight saving conference if possible; expresses hearty cooperation....	6	8			
					Willshire, F. W.,					
					Member of Coal Shortage Committee	9	16			
					Wilson, Woodrow,					
					Letter of acknowledgment regarding appropriation for quarantine facilities.....	12	11			
					Wolf, Robert B.,					
					Member of Committee on Industrial Relations	27	2			
					Women,					
					Employment of, as proofreaders, Restrictions, newspaper publishing establishments, Bill to remove, Abstract of.....	6	18			
					Law removing, Abstract of.....	19	10			
					Equal rights and pay for, Bill, Abstract of.....	12	7			

No.	p.	No.	p.	No.	p.			
Commercial organizations acknowl- edge, and express admiration of Association's work.....	39	7	Record of The Association for 1921 34	6	Young, Owen D., Addresses Industrial Relations As- sociation of America.....	40	3	
Commercial organisations acknowl- edge receipt of.....	36	11	Yonkers, New York, Chamber of Com- merce, Favors daylight saving.....	3	3	Elected member of Board of Direc- tors	21	3
Commercial organisations write in praise of.....	37	5	Young, John R., Attends annual convention and elected Vice-President of Na- tional Association of Conven- tion Bureaus	45	12	Member of, Committee on Industrial Relations 11 Committee on Industrial Relations 27	6	2
Congratulations received from Sec- retary of Chamber of Com- merce of Watertown, New York	41	1	Represents Association, At Albany in urging passage of Booth daylight saving bill.....	8	1	Young Men's Christian Association, Offers course in traffic management	1	15
Editorial on letters of acknowledg- ment	33	6	At hearing on transit situation..	10	16			
Foreign Embassies, Legations and Consulates-General commend ac- tivities as shown in.....	41	1	Speaks at luncheon held by New York State Poster Advertising Association	43	7			
Letters from members, commercial organizations and trade officials acknowledging	46	14						

Z

Zapt, Lacey C., Explains purposes and machinery of International Chamber of Commerce	16	5
---	----	---

Z

Zapf, Lacey C., Explains purposes and machinery of International Chamber of Commerce	16	5
---	----	---

ILLUSTRATIONS IN VOLUME X

Illustrations,	No.	p.		No.	p.		No.	p.
Cup presented by Association for winner of "Empire State 2.12 \$10,000 Trot".....	33	12	Undeveloped land.....	25	8	Morgan, William Fellowes.....	23	15
Delegates to Police Convention at luncheon given by Merchants' Association	19	5	Notice to vehicle owners.....	10	13	Outerbridge, Eugenius H.....	22	1
Flushing High School kept free from litter by the students.....	46	9	Piers at Staten Island,			Outerbridge, Eugenius H.....	45	1
Graphic chart showing fluctuations of employment in New York City factories, 1914 to 1921....	26	7	Airplane view of.....	32	7	Post, George A.....	23	3
Graphic charts showing New York City to be center of clothing industry	35	2-3	Airplane view of.....	44	4	Young, Owen D.....	21	3
Map showing New York district within two hundred mile radius	26	3	Airplane view of.....	46	2	Richmond Borough,		
Newtown Creek Industrial District, Industrial center at lower end..	25	9	Detail of two, showing barges alongside	32	7	Location of, and transportation lines	44	3
Manufacturing unit, head of Dutch Kills	25	9	Plan of.....	3	9	Map of industrial and residence districts on Staten Island....	44	3
Map showing location.....	25	7	Port of New York, Map illustrating plan of the Port Authority....	45	2	School for commercial organisation secretaries, Members of.....	32	3-9
Map showing relative development	25	3	Portraits,			Vacant lot in Brooklyn,		
Mouth of Creek, Manhattan in distance	25	9	Bedford, A. C.....	4	7	Covered with rubbish.....	39	3
			Bryce (Viscount) James.....	36	1	With Anti-Litter Block Captains at work.....	39	3
			Copeland, Royal S.....	6	5	With Department of Street Cleaning carts carrying away the debris	39	3
			Davis, John W.....	36	3	Vacant lots before and after enforcement of law against sniping practice.....	9	9-10
			Defrees, Joseph H.....	20	1	Wall at Fifth Avenue and 163d Street	27	9
			Dukes, Paul.....	15	5			
			Dyer, George R.....	23	5			
			Fraser, Sir Drummond.....	41	3			
			Hays, Will H.....	44	7			
			Hoover, Herbert C.....	4	3			
			McHugh, John.....	4	6			
			Mantell, J. J.....	22	10			
			Martin, Hugh S.....	14	3			

